

# MANUFACTURERS' RECORD.

A WEEKLY SOUTHERN INDUSTRIAL, RAILROAD AND FINANCIAL NEWSPAPER.

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## Manufacturers' Record.

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BALTIMORE, MAY 25, 1894.

### Information Wanted.

The MANUFACTURERS' RECORD wants information about Southern industrial and business matters. It invites correspondence from every one who has anything of public interest, whether it be in the shape of discussion of business matters that concern the South's prosperity, the building of a new factory of any kind, the enlargement of an old one, the opening of a mine, the projection or the construction of a railroad, or whatever it may be that relates to Southern advancement. The MANUFACTURERS' RECORD aims to be the medium of communication between the business interests of the South—a medium through which manufacturers and others can express their views and give any facts relating to their own business or to the business of the country, as well as to be the medium through which the business interests of the South shall be made known to the people of the whole country. Every manufacturer in the South must at times have information that would be of interest and value to others, the publication of which would help the South. The MANUFACTURERS' RECORD invites all such correspondence.

It is useless for Southerners to hope for the movement thither of workmen from the Northern States or from Europe. Such men will not seek homes in a region where caste lines are rigidly drawn against them. But this is not all. No man worthy of the name will locate himself in a community where free speech and free political action are forbidden him.—Philadelphia Manufacturer.

Don't fret. The South is getting settlers in great numbers, despite such wild ravings. Neither free speech nor free political action is denied in the South. The Manufacturer appears to forget that the war ended nearly thirty years ago.

The proposition to put an export duty on Canadian nickel should stimulate the search for nickel in the South. Nickel has been found in a number of places in the South, but it has never been developed on any commercial scale.

### The Augusta Convention.

The industrial convention to be held at Augusta next week promises to be one of the most important events that has occurred in the South for some years. It will be important not only because of the representative character of the men who will attend, but because of the fact that it will crystallize the interest that is being awakened throughout the South in the vital question of immigration. The company (whose incorporation was announced in the last issue of the MANUFACTURERS' RECORD) which has been formed for the purpose of encouraging immigration to the South and the investment of capital in that section has been received with a degree of interest that shows the widespread enthusiasm that has been aroused in the North as well as in the South in this great question. For the first time since 1865 the conditions both South and North justify vigorous efforts in turning population southward. All that has been done in the past has simply been the educational or pioneering work. The South has not until now been fully in earnest in desiring immigrants, and consequently it has made only fitful efforts to attract settlers. Nor were the conditions North and West such as to make it possible to induce the farmers of those sections in any large number to even consider the matter of removing to the South. In the fullness of time conditions South and North demand a great incoming of outside people on the one side, and an absolute necessity on the other for finding a profitable field of employment for the hundreds of thousands of farmers and others who are forced to see that the West holds out no inducements for the next five or ten years at least. The Augusta convention will mark the beginning of a great movement in behalf of such work as this. Because of these facts it should be attended by the best business men of the whole South.

### Build the Nicaragua Canal.

The Nicaragua Canal will be built. Of this the MANUFACTURERS' RECORD feels assured. But who is to own it? and how soon will the active work of construction be commenced? These are important questions. Shall we permit other governments to secure control of it either directly, or indirectly by foreign capitalists furnishing the money?

This is the greatest enterprise now before the business world. The construction of the canal will revolutionize the currents of trade throughout the world, and this country, and especially the South, will be enormously enriched thereby. Its influence upon the South can scarcely be overstated. It will bring about a period of growth and development of the most stupendous character, creating wealth in every part of the South. Every acre of land in the

Southern States will be intrinsically increased in value by the construction of this canal, for it will bring about a growth in population, in industrial advancement and in foreign and domestic trade greater than anyone would now dare attempt to picture. The South should wake up to the importance of this matter; its business men, its trade organizations, its papers, should unceasingly urge it upon Congress until some steps be promptly taken to secure the construction of the canal, and under American influence.

### Protection Needed for Lumber.

The Senate amendments to the Wilson bill have provided for some protection of all the principal industries of the South with the single exception of lumber. Coal, iron ore and sugar have been taken from the free list, where the House placed them, and have been given at least some protection. Even marble and granite have been cared for, but lumber, the largest and most important manufacturing interest in the South, is still down for a place on the free list, and will remain there unless some determined action is taken at once by Southern lumbermen.

If the duty be removed from lumber, as proposed, the Northern markets will be thrown freely open to Canadian lumber, which will have the advantage of cheaper labor and less transportation. The rapid diminution of the timber resources of Michigan, Wisconsin and Maine is creating an immense Northern market for Southern lumber, but if lumber be placed upon the free list Southern manufacturers will lose a great portion of this trade.

The Senate has not yet reached the lumber items, and there is yet time to prevent this unjust discrimination against the Southern lumber industry if Southern lumber people will act quickly and insist upon lumber being given fair protection.

### Everything But a Cockey Army.

A correspondent of the MANUFACTURERS' RECORD, writing from Erwin, Tenn., says:

We have almost everything under contemplation but a branch of Cockey's army, but if that gentleman will come this way we will give his army employment before he can get Congress to pass his bills.

"THE nations that rule the earth are those that have iron and coal. They are the world's kings, and make and unmake the world's kings," said a celebrated man. The South has iron and coal in greater quantity and more easily developed than any other section of the world, and hence the South will become the ruling force of this, the ruling nation of the world. But it adds to its coal and iron the control of the cotton trade of the world, and cotton is now as great a factor in creating prosperity as coal

and iron, and one-half of the standing timber in the United States. No other country in the world has these four—coal, iron, cotton and timber.

### Growth of American Mineral Interests.

The magnitude of the growth of the mineral and metal production of the United States has been so great of late years that it can only be fully appreciated when compared with the progress of other countries. The Engineering and Mining Journal, of New York, in its latest edition of "The Mineral Industry," gives some interesting facts on this point:

"Fifty years ago this country began to take rank as one of the important producers. In twenty years it had won a position among the leading nations, and now it not only excels all others, but the value of its products is almost as great as the value of the combined output of Great Britain, France and Germany.

"Such a growth is phenomenal. In 1864 the United States, with an output of 22,860,000 metric tons, stood third among the coal-producing nations, Great Britain leading with over 90,000,000 tons, Germany 26,000,000. In the thirty years since that time Great Britain has a little more than doubled its output. Germany has trebled, but the United States has increased eight times and produces now almost as much as Germany and all the rest of the world taken together, excepting only Great Britain. In the production of pig iron our growth has been even more remarkable. In 1865 the pig-producing countries ranked with Great Britain first, then France, Germany and the United States, Great Britain alone producing almost six times as much as the United States. But in 1892 the United States output was more than eleven times as much as thirty years before, and almost half again as much as Great Britain, as much as Germany, France, Belgium and Austria-Hungary all together, or as Great Britain, France and Austria-Hungary; in the second half of 1893 our iron production suddenly dropped enormously. These two staples, iron and coal, serve to show the quick rise to supremacy as a producing country."

THE Southern Hardware Jobbers' Association will hold its annual meeting in Richmond, commencing on June 5 and lasting three days. A very full attendance of members is expected. A large number of invited guests will also be on hand, especially at the banquet to be given by the association.

ACTIVE preparations are under way for the early commencement of work at the Newport News ship-yard on the three vessels to be built for the United States Navy. Some of the material for these boats has already arrived, and the work of construction will, it is expected, be begun within the next few weeks.



## THE WEEK IN THE SOUTH.

## Condition of Business and the Latest Features of Southern Progress Summarized.

A general review of the business situation in the South shows increasing activity in the organization of industrial enterprises, and some especially large operations in connection with timber properties for development. Quite a number of short lines of railroad for reaching mineral and timber districts are projected in addition to those already under construction. In Baltimore a \$1,000,000 trust company for handling Southern securities has been fully organized, and subscriptions are now being taken to two others which will probably soon be in operation.

Some of the important new industries reported during the week were marine ways and a \$30,000 stove works in Alabama; a \$50,000 musical-instrument company, \$5000 printing works, \$10,000 telephone system, \$25,000 electric plant, \$10,000 water works, saw mills, etc., in Florida; a \$12,000 terra-cotta company, \$18,000 land company, \$100,000 trust company and \$200,000 real-estate company in Georgia; two water-works systems, saw mills and coal mines in Kentucky; sugar refinery in Louisiana; granite quarries, \$10,000 milling company, \$300,000 immigration promoting company, \$11,000 lumber company and \$5000 heating-apparatus company in Maryland; a 100-ton cottonseed-oil mill and refinery, electric-light plant and cannery in Mississippi; a quarry, gold mine and tobacco works in North Carolina; a cottonseed-oil mill, machine works, \$10,000 mercantile company and ginny in South Carolina; a distillery, creamery, iron and manganese mines, saw mills and electric-light plant in Tennessee; a \$10,000 improvement company, two cotton compresses, rice mill, telephone system, machine shops, water works, etc., in Texas; a \$500,000 cold-storage company, sewer system, brick works, etc., in Virginia; a \$100,000 telephone company, \$40,000 water works, woodworking plant, etc., in West Virginia. Building operations for the week were quite active, important new structures reported being a \$40,000 school in Maryland, a \$25,000 church, \$21,000 school, \$22,000 school and \$190,000 hotel in Texas; \$30,000 clubhouse in Florida, \$8000 church in Georgia, \$10,000 church in Kentucky, \$10,000 hall in West Virginia and others.

## BUSINESS CONDITIONS SOUTH.

## Extracts from Letters to the Manufacturers' Record.

Taylor, Texas.—Bryan Heard: "The outlook for business seems to be very good."

St. Simon's Mills, Ga.—Hilton & Dodge Lumber Co.: "Conditions are improving, but prices in everything still very low and this section depressed. We look for brighter times from now forward. No new enterprises spoken of except a railroad possibly from Okefinokee swamp to Satilla Bluff."

Walnut Ridge, Ark.—S. C. Dowell: "We have good prospects for a fine crop; splendid stand of cotton and corn. Business fairly good. Good many Northern farmers buying land in this county, and all are well satisfied."

Concord, N. C.—R. M. Blackwelder & Sons: "The general outlook is good; flour milling especially so."

Houston, Texas.—E. K. Dillingham Iron Co.: "Business very dull all through Texas. Houston proper in pretty fair shape. Outlook for a good fall trade bright."

Kyle, Texas.—The Kyle Oil Co.: "Best prospects for corn and cotton crops at this date for many years. Money very scarce and hard to control."

Morgantown, Ky.—H. R. Gibson: "Business is dull here, but the coal-mining

interest is looking up. The mines are working more hands and are not up with orders."

Germantown, Tenn.—C. M. Callis: "The outlook for business is better than it has been for some time. Crops of cotton, corn and potatoes look well. The wheat acreage is small, but the crop looks well."

Blooming Grove, Texas.—Blooming Grove Cotton Oil Co.: "The outlook for business is good; crop prospects fine."

Guthrie, Ky.—Guthrie Mill Co.: "Business prospects fair; a large wheat harvest promised."

Victoria, Texas.—John S. Munn, mayor: "This city and surrounding country is prospering, and crop prospects are magnificent. No place has better facilities for cotton and woolen mills, tanneries, canning factories, oil (cottonseed) mills."

Oakman, Ala.—Mountain Valley Coal & Coke Co.: "Prospects fair; many mines resuming work; strike practically over so far as this section is concerned."

Austin, Texas.—Austin Oil Manufacturing Co.: "There is more cotton planted, and prospects better than ever known in this section of the country. We look for a big business this fall."

## The Gold Standard.

## Editor Manufacturers' Record:

Mr. Edward Atkinson, in a recent number of your valued publication, undertakes to argue that it is to the interest of farmers that the gold standard should be maintained, and that, inferentially, silver should remain a mere token or commodity in our currency system.

It seems to be a fact, notwithstanding, that a majority of the greatest political economists, here and abroad, are not in agreement with Mr. Atkinson, who, like Hon. Abram S. Hewitt, is not always a true prophet.

The circumstantial evidence is that, since the demonetization of silver in 1873, by some curious system of misinformation, neglect or inadvertence, the prices of commodities have been downward, as if in sympathy with the fall in silver, while the appreciation of gold has been correspondingly advanced. This is the effect of legislation, and not of speculation or overproduction. By unfriendly legislation we permitted the foreigner to control our treasury and money market, in conjunction with Wall street. A glance at the names of the parties who ship our gold away will be sufficient.

The New York Press pithily states the matter thus:

"Every dollar that vanishes as the work of contraction of values proceeds represents a part of the penalty the nation is paying for permitting its fiscal and economical policies to be controlled by foreigners. There is no mystery about the matter. The man who desires to comprehend the cause of this appalling extermination of wealth has but to open his eyes and look. When the civilized world threw silver aside and placed the strain of the whole demand for money upon gold, the natural result was that gold rose in value and that the prices of other things fell. As the commerce of the world expanded in a time of profound peace, while the annual product of gold did not expand, the demand for gold has constantly increased, with the result that the value of the metal has as constantly risen. The only gainer from such a movement must necessarily be the nation which is the world's creditor, and which obtains its tribute in the commodities which have fallen in price."

The same paper is astonished that so impartial a judge as Mr. Atkinson, in treating of farmers' mortgages, "should wholly omit to refer to the absolutely indisputable fact that the farmer's power to pay his debts has been lessened because he obtains a diminishing number of dollars for the fruits of his toil. The dimensions of the mort-

gage debt may be unimportant, but surely that claim cannot be made for a financial system which continuously makes the debt larger without the consent of the debtor."

Mr. Atkinson may be so in love with the gold standard as to be careless of international agreement for a wider use of silver. If so, the action of Great Britain in constantly snubbing our by-and-by metalists suits him exactly. If we wait for the gracious permission of England to formulate the double standard, we may wait indefinitely and in vain. On that line we have had object-lessons and do not like them. Our head doctor seems to be like that empiric, who, being an adept, as he claimed, in curing fits, threw all of his patients into convulsions as a condition precedent for deliverance.

Mr. Editor, I believe that if we were, without England's permission and in conjunction with other nations, less obstinate and rapacious to restore silver to its proper function as money by friendly legislation, the dishonestly-appreciated gold dollar would return to the honest constitutional unit of value alongside of our domestic silver dollar, and that there would instantly, I believe, in spite of tariff agitation, be a rise in the price of commodities, a resumption of industry and commerce, an era of good feeling, without congestion at the East or paralysis at the West and South, that would be an unspeakable benefaction for your enterprise, Mr. Editor, and for the whole country. As it is, and as Archbishop Walsh demonstrates in regard to Ireland and consequentially the whole world, the gold standard impoverishes and enslaves the masses, and woe to that debtor nation that allows such a yoke to be fastened upon the necks of its producing people.

GEORGIA.

## Why a Big Concern Went South.

Another illustration of the strength of the South's industrial position is given in a letter from Messrs. Chas. A. Schieren & Co., the great leather-belting manufacturers, of New York. Messrs. Schieren & Co. have recently established a large tannery at Bristol, Tenn. In a letter to the MANUFACTURERS' RECORD they say:

"We have closed up and are offering for sale our tanneries in other parts of the country, because the quality of the bark is not so good as it is in Tennessee. We selected the South because of the fact that the best quality of chestnut-oak bark is to be found in that section—much better, in fact, than is to be found in the North. While a great many tanneries tan leather with extract and chemicals and part hemlock, this does not produce the best results for leather for belting purposes."

"In selecting Bristol as the location for our plant we had two reasons in view—first, the quality of the bark at that point was of high grade, and secondly, the railroad facilities are very good. Our tannery-yard is a very large one, and since the first of February we have put in eighty hides per day. We shall soon increase this to 120, and will gradually extend to the full capacity of 200 hides per day. We pay especial attention to tanning leather for leather belting, and believe that leather for this purpose should be tanned separately and without regard for the manufacture of shoe leather, harness leather or any other kind of leather. We are devoting all our attention to the tanning of belting leather."

"THE F. F. V. RECEIPT BOOK" is the title of a 300-page book by Mrs. C. C. McPhail, of Richmond, who has given in this publication not only the benefit of her own experience in the culinary art, but has embodied in it valuable receipts from many of the most noted housekeepers of the Old Dominion. To all who want to know of the attractions of the best Virginia cooking this volume will prove very valuable. Messrs. West, Johnson & Co., Richmond, are the publishers.

## More About Southern Gold Ores.

SALISBURY, N. C., April 19.

## Editor Manufacturers' Record:

The question of the gold supply is now agitating the whole country, from one end to the other; not only the financier, but the politician, the manufacturer, the merchant, the farmer and the laborer as well. Then why would it not be well for us to begin to consider the source of the supply, and when, where and how it can be produced at a profit, and how the supply can be kept equal, at least, to the needs of finance and art?

I do not propose to go into a discussion of how much gold has been produced up to date, how much is produced annually or what becomes of it, but will attempt to show where and how it occurs in the eastern or Appalachian fields of our country, how it has been produced, and how the practically unproductive mines can be made to increase the supply and become profitable. Many will call me a crank, but I hope by my crankiness to turn the attention of some to gold-producing and money-making.

Gold has been found in Virginia, North Carolina, South Carolina, Georgia and Alabama, from the Potomac river to the butt-end of the Blue Ridge, in Alabama, along the eastern escarpments, foothills and alluviums and diluviums of these States. It is found in veins of quartz that permeate the Archean, Laurentian and Huronian rocks and slates, in the auriferous red ferruginous clay sand, and in the strata underlying branches, creeks, and in branches, creeks and rivers themselves. Gold is found free, and also in combination with the iron and copper pyrites that are unaltered in the vein matter.

I have seen gold in the granite that is fissured by the quartz veins in Virginia, North Carolina, South Carolina and Georgia; in the gneiss, schist, slate and the talco-chloride schists of those States and Alabama, as well as in diluvial or alluvial clay, such as is found in Rappahannock, Louisa, Fluvanna, Buckingham and other counties in Virginia; in Burke, McDowell, Montgomery, Stanly, Warren, Franklin and Nash counties of North Carolina; in the Walhalla district of South Carolina, and in the Dahlonega district of Georgia. I have been riding along the road in the Indian reservation in Swain county, N. C., among the foothills of the Great Smoky mountains, where the road had worn its way in the horseshoe bends around the gray gneiss bluffs, and seen a large quartz vein standing vertical in the formation. In this vein could be seen the undecomposed iron pyrite, and with it pieces of free gold as large as a pin-head, while a few hundred yards below, in a branch that I laid down to drink out of, I could see small grains of free gold in the sands, which were being washed down into the Oconalufita river. I have neglected to say that in the extreme southwest portion of North Carolina is found the same gold-bearing formation as in the adjoining portions of South Carolina and Georgia and the northeast portion of Alabama. Practically the first gold of any consequence found in the section alluded to was a 28-pound nugget taken from the auriferous alluvial deposits of the "Reed mine," of Cabarrus county, North Carolina, early in this century. I have seen nuggets that weighed from a pennyweight to seven pounds that came from similar deposits of Spotsylvania and Louisa counties, Virginia; Stanly, Montgomery, Cabarrus, Burke and Warren counties, North Carolina, and the Dahlonega district of Georgia. While millions of dollars have been produced from the same mines of these districts, and there is untold wealth to be had from them yet, the main source of the gold supply is to and must come from the vein mines of the States named—such quartz gold-bearing veins as are found in the



syenite, talco-chloride schist and slates of Fauquier, Rappahannock, Stafford, Culpeper, Spotsylvania, Louisa, Fluvanna, Goochland, Buckingham and others of Virginia; Guilford, Randolph, Moore, Davidson, Stanly, Montgomery, Rowan, Cabarrus, Union and Mecklenburg of North Carolina; Union, Abbeville, York and Lancaster counties of South Carolina; Rabun, Habersham, White, Lumpkin, Dawson and other counties of Georgia, and a few of the northeast counties of Alabama.

In the good old days of long ago, "before de wah"—before the exit to California in '49; yes, and even since then—many thousands of pennyweights of gold were washed out of the mines by the old "tom" and "rocker," by the slave labor and natives. One can go now along the line of some creek in the section where gold was found and see the old workings, and in many places see the people at work the same way yet. One can hardly understand it by having it described; to appreciate it, it must be seen. The "top surface" was removed, when a strata of blue clay similar to fullers earth was found; that also was removed and the "grit" that underlaid it was taken out and washed in the "rocker" or sluiced in the "tom," and all the gold that was found on the bed-rock was swept up and panned out, or that too put into the "rockers" and worked down and collected with mercury. Then the mercury was squeezed out and the dry mercury that was left in the ball evaporated on a shovel, thus leaving the gold clean and pure; this then was either sold to the nearest merchant or sent to the mint. When the surface was worked the dirt was hauled to the water where the "toms" or "rockers" were located, and that too worked as the branch grit. Frequently in these surface or alluvial deposits or mines there is found many gash veins or pockets of gold-bearing quartz that are usually very rich, but there is not much dependence to be put in the quantity of ore found in them; sometimes there is not more than a wheelbarrow full, then again there are many tons. When this kind of ore was found it was ground on a drag mill and the gold collected as before. Even now when a farmer or an old darkey is hard up for a little sugar or coffee or the necessities of life, he will go and grind out a "grist" of ore or wash out a few loads of grit, collect the gold and barter it at the nearest store for what he wants. Seldom, if ever, has any attempt been made to hydraulic any of these deposits by the natives; whenever they did they always made it pay. Repeated attempts have been made by large companies to hydraulic these auriferous alluvial deposits, but they are or have been worked in the interest of stock jobbery, and not for what the mine would produce; hence, a necessary failure. However, there are many millions of dollars left in the same kind of deposits that are only waiting for the proper parties to come along and work them in the right way to make large fortunes. There are some "bonanzas" to be found, too, notwithstanding the official statement to the contrary.

But, as I said before, the supply of gold from this field is not to be hoped or looked for from this source, but from the vein mines. The many millions of dollars that have heretofore been produced from the mines of this kind were secured by a mode nearly as crude as that used by the surface and branch miners. The miner would find his vein, sink his shaft to water-level and take out all the brown ore that he could get, and then go and sink another shaft and do the same. Seldom, if ever, would he drive a tunnel on the vein from one shaft to the other, or attempt to stop the ore out between them on the levels above the water, as he would contend that he could sink a new shaft much cheaper than he could

drive a level and hoist the ore, because he would then have to timber after him to save the ground, and he could sink new shafts to water and they would last without timber until he could get all the ore out, which was the cheaper of the two. Again, he could only work a small quantity of ore daily, and the mine would supply all he could work for years, so he did not care whether he had a large supply in the stopes or not. The ore was ground on either a "drag" or a "chillian mill," which, while slow, is the most effectual way ever tried for saving gold by amalgamation. It is said of an old western North Carolina money-lender that he would lend money to men who wanted to open and work a mine as long as they would use the old way of grinding the ore and would work the brown ores that they mined and hoisted by a windlass or whim, but that as soon as they put up steam-power and wanted to work the ores in any more modern way than the old, sure way, he would shut down on them. He believed that anybody could save the gold from the brown ores, but that nobody could save the gold from the sulphurets at a profit by amalgamation; yet, from these sulphurets ores is to come the gold supply.

The brown ore that is found in the mines above water-level would last a miner and his mill a long time by the old mode of working, but it would soon be worked out by the modern way, and then the trouble begins.

I have recently shown in the MANUFACTURERS' RECORD the great extent and value of this Southern gold field, and what could be done with it if worked in the proper way. Erect smelting and lixiviation reduction works to treat the gold ores for what they contain, and save all of the contents at a profit, and by that means also work the other silver, copper and zinc-bearing ores in with the gold ores, saving their contents as by-products, and utilizing many of them in connection with other dormant raw materials to be had in the same section in which the ore is produced—do this, and this field can be made the richest in the world. I congratulate those interested in this field on what has already been done in this direction, and can say with confidence that capitalists are now interesting themselves in this question, and the prospects are that the near future will show a solution of all the troubles of the past.

J. J. NEWMAN, M. E.

#### WELL-PLANNED DEVELOPMENT.

##### What the Clark Syndicate Is Doing Along Industrial, Commercial and Railroad Lines.

A syndicate that promises to largely figure in the future development of Florida and has already materially contributed to its industrial growth is that headed by William Clark. This syndicate is pursuing a comprehensive plan in developing its properties, having in operation a railroad, land and improvement, navigation and investment companies. The following details of these subsidiary corporations will be of interest:

The Carrabelle, Tallahassee & Georgia Railroad.—This road has been in operation since January 1, and is now completed from Carrabelle to Tallahassee. It is nearly fifty miles long, and is equipped in a first-class manner. A land grant of 15,000 acres per mile, guaranteed by the State of Florida, has been earned, and the first installment, consisting of 110,000 acres, was conveyed to the company in April. It has made arrangements with the Florida Central & Peninsular Railroad for a joint occupancy of its depots at Tallahassee. Wharves and piers of an extensive character, covering nearly 2000 feet water frontage, have been erected on the water-front of the Carrabelle river and leased to the Gulf Terminal & Navigation Co. This company operates a steamboat line from Apalachicola to Carra-

belle in conjunction with the railroad, and arrangements have been made so that through freight can be sent from any point north or east over the railroad to Apalachicola; also for the transportation of lumber and other freight from this road to Atlantic ports and to all places in the West.

What is said to be the largest naval store in the South has contracted to establish a branch house at Carrabelle with a capital of not less than \$75,000 by October 1, and with a large fishhouse in Pensacola, to establish a branch fish concern on the wharves at Carrabelle in August.

The Georgia & Florida Investment Co. has contracted to extract turpentine and rosin from its timber to the extent of 10,000 to 20,000 acres per year, to be transported over the railroad, and has also contracted to transport all of its lumber over the railroad to the extent of 50,000 feet per day up to July 1, and 100,000 feet per day thereafter. The railroad also has a United States mail contract. The company owns and operates its own telegraph line the whole length of the route. The officers of the railroad are: Wm. Clark, president; C. M. Zeh, vice-president; R. B. Symington, secretary; Robt. Cumming, treasurer; Fred T. Myers, attorney, and W. A. Simmons, general counsel.

The Georgia & Florida Investment Co. has purchased along the line of the railroad nearly 300 square miles of long-leaf yellow pine in one tract, and containing about 600,000,000 feet of timber. It has built one of the best equipped milling plants in the Southern States near the railroad bridge on the Ocklocknee river, eleven miles from Carrabelle and thirty-nine from Tallahassee. It consists of the property recently purchased of the Town Lumber Co., which has been entirely rebuilt, and now possesses a capacity of 75,000 feet per twenty-four hours. In connection with this plant is a planing mill of 30,000 feet daily capacity, a dry-kill of 20,000 feet daily capacity, a lumber warehouse of 216,000 feet capacity, a large store building fully equipped with a supply of merchandise, boarding-house, dwelling-houses, a log boom of a capacity of 10,000 logs, wharf to accommodate the steamers coming down the Ocklocknee river, sidetrack, etc., and about 250 acres of land. This plant is valued at \$60,000. Besides this plant the company has control for a period of years of two saw mills of a capacity of at least 50,000 feet each twenty-four hours, located at Hilliardville, about fifteen miles south of Tallahassee. These mills are to be used for the manufacture of the lumber of this company. Contract has also been made for a period of years with the firm of J. R. Beaty & Co., of West Virginia, to cut logs from the company's lands to the extent of 50,000 feet per day up to July 1, and 100,000 feet per day thereafter.

Negotiations are in progress with a large railroad-tie concern to establish a railroad-tie camp for the purpose of cutting ties upon the company's lands, the contractors using the trees upon the lands already gone over by Mr. Beaty, and which were not considered suitable by him for lumber purposes.

It is proposed to cut the timber from all the lands which lie nearest to the railroad during the next two years, and beginning with next fall lay out the land which is cleared of timber into small farms, and dispose of these farms either to individuals or by colonization, as is being done in other sections of the State. The officers and directors of the Georgia & Florida Investment Co. are W. A. Simmons, president; R. B. Symington, vice-president; Robert Cumming, secretary; C. P. Simmons, treasurer; William Clark, C. M. Zeh and Fred T. Myers.

The Scottish Land & Improvement Co. has purchased and owns in fee about three and three-quarter miles of water-front on the

Gulf of Mexico, through which the railroad passes. It has along the whole line of the water-front a very good beach, and within 200 feet from the water large groves of pine, oak, hickory and magnolia trees located upon high, dry land, constituting a cool and pleasant place in the summer and a beautiful retreat in the winter. Rights of way through this land have been given the Carrabelle, Tallahassee & Georgia Railroad Co., and the railroad company is erecting a handsome depot at a new town called "Lanark," located in the centre of the land of this company. The town which is being laid out embraces about 150 acres, and has a park of some fifteen acres directly in the centre, comprising a grove of magnolia, hickory, oak and pine trees. In this grove upon an elevated knoll the company has contracted to erect a hotel. Running from the piazza of this hotel to the water will be a plank walk ending at a small pavilion, and a pier running from the pavilion to deep water. Directly in the rear of the hotel is a boiling spring, which will afford an abundant supply of excellent water for the hotel. This company has also purchased, and is now laying out, sites for towns at each station along the line of the railroad.

The officers and directors of the Scottish Land & Improvement Co. are Wm. Clark, president; W. A. Simmons, vice-president; G. P. Simmons, secretary and treasurer; R. B. Symington, C. M. Zeh, Robert Cumming, John M. Murray and Fred T. Myers.

The Gulf Terminal & Navigation Co.—The purpose of this company is to handle the business between Apalachicola and Carrabelle, and thus form a connecting link between those places, giving the railroad a clear route from Tallahassee to Apalachicola, a distance of eighty-one miles. It has bought the steamboat "Crescent City," put her in perfect order, and she is running daily between the above places. This company has arranged to establish a steamboat line from Mobile to Apalachicola and Carrabelle, making three trips a month. As the business develops more frequent trips will be made. It has also purchased the steamboats "Jola" and "X. L.," which were formerly owned by the parties who controlled the line between Carrabelle and Apalachicola. The company is building five barges capable of carrying 40,000 to 50,000 feet of lumber each. The company has also agreed to lease the terminal facilities at Carrabelle of the Carrabelle, Tallahassee & Georgia Railroad Co. It has been decided not to extend the pier at Carrabelle out to deep water until opportunity has been had to confer with the United States authorities, whom, it is believed, will at an early day undertake to dredge out the whole river up to the present pier, and thus give much better facilities than any pier that could be built. The officers and directors of the Gulf Terminal & Navigation Co. are as follows: C. M. Zeh, president; W. A. Simmons, vice-president; C. P. Simmons, secretary and treasurer; Robt. Cumming, R. B. Symington and Wm. Clark.

#### The Southern Immigration, Land & Title Co.

The organization of the Southern Immigration, Land & Title Co., reported in the last issue of the MANUFACTURERS' RECORD, has attracted wide attention both in the North and South. The time is ripe for such a great undertaking as this, and the combination of forces that have been brought together in this company would seem to guarantee that it will prove of immense value to the entire South. It is the first broad and comprehensive plan yet undertaken, backed by the strongest railroad influences, to make a business of securing settlers for the South, and at the same time capital for Southern investments. A number of local immigration



associations have heretofore been organized to operate in some particular section or along some one railroad, but this company will cover a very broad field and operate in the entire South. Mr. Edwin Fitzgerald, the traffic manager of the East Tennessee, Virginia & Georgia Railroad, has already commenced to put into operation plans that will secure full details as to farm lands and other properties along the line for sale, and, with proper work on the part of the people in east Tennessee and co-operation with the Immigration Company, that entire section will be greatly benefited. Other Southern roads will join in the same work, and thus a great united effort will be made in behalf of Southern advancement. Among the directors of this company who expect to attend the Immigration Convention at Augusta next week are: Hon. Chauncey T. Black, of Pennsylvania, president; Mr. Julian S. Carr, of Durham, vice-president; A. A. Arthur, general manager; Hon. John R. Proctor, Mr. C. W. Dabney, Edwin Fitzgerald, W. A. Turk, general passenger agent of Richmond & Danville Railroad; R. A. Clapp, of Knoxville; Governor MacCorkle, of West Virginia, and Mr. Jas. U. Jackson. The list of officers and directors are as follows:

Officers—Hon. Chauncey F. Black, president; Julian S. Carr, first vice-president; M. Erskine Miller, second vice-president; Alexander A. Arthur, third vice-president and general manager; Richard H. Spencer, general counsel.

Directors—Hon. Chauncey F. Black, president National Association of Democratic Clubs, York, Pa.; Julian S. Carr, president Durham National Bank and Blackwell's Durham Tobacco Co., Durham, N. C.; William A. Clark, president United Verde Copper Co., of Arizona, N. Y.; C. B. Orcutt, president Newport News Shipbuilding & Dry Dock Co., New York; Louis Windmuller, trustee Title Guarantee & Trust Co., New York; Richard P. Rothwell, editor Engineering and Mining Journal, New York; Walter H. Page, editor the Forum, New York; Herman Becker, manufacturer, Philadelphia, Pa.; Richard H. Spencer, counsellor-at-law, Baltimore, Md.; John B. Cary, auditor, Baltimore, Md.; Richard H. Edmonds, editor MANUFACTURERS' RECORD, Baltimore, Md.; Hon. John R. Proctor, president United States Civil Service Commission, Washington, D. C.; Dr. C. W. Dabney, Jr., Assistant Secretary of Agriculture, Washington, D. C.; W. A. Turk, general passenger agent Richmond & Danville Railroad, Washington, D. C.; Henry W. Fuller, general passenger agent Chesapeake & Ohio Railroad, Washington, D. C.; M. Erskine Miller, president New River Coke Co., Staunton, Va.; Hon. W. A. MacCorkle, governor of West Virginia; Russell A. Clapp, general manager Standard Coal & Coke Co., Newcomb, Tenn.; John Skelton Williams, banker, Richmond, Va.; Alexander A. Arthur, representing British and foreign capital, Harrogate, Tenn.; Edwin Fitzgerald, traffic manager East Tennessee, Virginia & Georgia Railroad, Knoxville, Tenn.; Frank Hammond, president People's Bank, Greenville, S. C.; James U. Jackson, banker and broker, Augusta, Ga.; J. W. Wilson, chairman railroad commission of North Carolina, Raleigh, N. C.

The objects of the company are to colonize and settle lands in the Southern States; to promote industrial enterprises; to examine and perfect titles; to furnish surveys, maps and reports; to sell mineral and timber properties; to negotiate municipal bonds and other securities. The main office is in Baltimore.

DR. CYRUS TREED, of Chicago, announces that he is about to found a \$300,000,000 "Heaven" in Florida.—Exchange.

Is it intended for Chicago people only?

## FINANCIAL NEWS.

### ITS FIELD THE SOUTH.

A Great Financial Institution to Make Baltimore the Financial Centre of the South.

The full organization during the week of the Maryland Trust Co. of Baltimore, previously mentioned in the MANUFACTURERS' RECORD, is an event of more than usual importance in the financial world and of especial importance to the South, since it means the establishment of one of the greatest financial institutions of the country devoted almost wholly to Southern matters. This company has been formed by a combination of some of the most powerful financial forces of this country, and also with strong backing in Europe. It is no exaggeration to say that, considering the list of its stockholders, it is one of the strongest financial combinations of men in America, and while the MANUFACTURERS' RECORD is not permitted to make public the names of all of its stockholders, it can name among them Mr. Alexander Brown, of Alexander Brown & Sons, the parent house of Brown Bros. & Co.; Messrs. August Belmont, A. Iselin & Co., L. Von Hoffman & Co., Wm. J. Trenholm, J. Kennedy Tod and Walter S. Johnston, of New York; Mr. E. P. Wilbur, president, and John B. Garrett, vice-president, of the Lehigh Valley Railroad, of Philadelphia; Chas. F. Mayer, president of the Baltimore & Ohio Railroad; A. A. H. Boissevain, of London, and many of the wealthiest men of Baltimore. Such an aggregation of interests practically gives to this company unlimited financial resources, and as its field will be the South, its establishment in Baltimore means that this city is to become the financial centre of Southern operations. The business of this institution will be to act as financial agent for States, cities, towns, railroads and other corporations; to transact a general trust business; to lend money on approved security; allow interest on special deposits; to act as trustee under mortgages, assignments and deeds of trust; as agent for the transfer or registration of stocks and bonds, and for the payment of coupons, interest and dividends.

The company starts business with a capital stock of \$1,000,000, all subscribed, with the privilege of increasing to \$5,000,000.

The board of directors elected are the following: J. Willcox Brown, William A. Marburg, of the American Tobacco Co.; H. J. Bowdoin, Basil B. Gordon, of Virginia; Lloyd L. Jackson, of Hurst, Purnell & Co.; Frederick M. Colston, of Wilson, Colston & Co.; Joshua Levering, of E. Levering & Co.; Gov. Frank Brown, Leopold Strouse, Charles Marshall, H. A. Parr, B. N. Baker, of Baltimore Storage & Lighterage Co.; Andrew D. Jones, of Woodward, Baldwin & Co.; James Bond, Alexander Brown, of Alex. Brown & Sons, and T. K. Worthington, president Maryland Title, Insurance & Trust Co., all of Baltimore; J. D. Baker, president Citizens' National Bank of Frederick, Md.; Walter S. Johnston and August Belmont, of New York; John B. Garrett, of Philadelphia, Pa., and A. A. H. Boissevain, of London, England.

The active management of the company's affairs is vested in an executive committee composed of Col. J. Willcox Brown, H. J. Bowdoin, Basil B. Gordon, of Virginia; Lloyd L. Jackson, Andrew D. Jones, James Bond and Alexander Brown. Mr. J. Willcox Brown, formerly of the banking-house of Brown & Lowndes, is president. The legal advisers are the members of the law firm of Marshall, Marbury & Bowdoin, of Baltimore. Col. Charles Marshall, who was General Lee's chief-of-staff, is the senior of this firm.

The inception of such a corporation as this, with the wealthy and important inter-

ests concentrated in its management, is calculated to have a beneficial effect that will be felt throughout the South. The Southern men associated in its management means the manifestation of interest in Southern affairs that does not obtain with similar corporations in the North. It practically means a fiscal agent for the whole South that is identified with that section, whose powers and operations will be exercised towards its fullest and freest development.

### Additional Trust Companies for Baltimore.

Two new organizations are to be added to the financial institutions of Baltimore. Both include among the organizers prominent business men, and each company starts with capital stock well subscribed. The Union Trust & Surety Co. is to commence business with William M. Marine, formerly collector of the port of Baltimore, as president. The incorporators are James O. Bates, Daniel C. Ammidon, John M. Adams, George N. Lochner, Henry King and Arthur M. Easter. The company secured its charter at the last session of the Maryland legislature. The charter is liberal in its provisions, permitting the company to invest its capital in bonds, mortgage securities of the United States and of States and incorporated cities. The company is also authorized to do a safe-deposit business. It will start operations with a capital stock of \$300,000.

The Guardian Security, Trust & Deposit Co. of Baltimore is the other company, and will organize shortly. It also obtained its charter from the Maryland legislature. Its provisions are broad, and the company can do either a trust and security or a fidelity business. The incorporators are Edgar G. Miller, Edward Stabler, Jr., Louis Dohme, Bartlett S. Johnston, Daniel Miller, George M. Sharp, Henry Matthews and Jonathan K. Taylor. It is the purpose of the incorporators to confine its operations to a general trust, banking and security business, and to act as trustees, guardians, administrators, executors, assignees and receivers. The company will commence business with a capital stock, subscribed, of \$200,000, of which \$100,000 is paid up.

### New Financial Institutions.

Baltimore, Md.—The Friendship Building and Loan Association has been incorporated by John P. Ruth, Louis Halm, Frederick Meier and others. The capital stock is \$50,000.

Baltimore, Md.—The Lloyd Permanent Building and Loan Association has been chartered by Charles Overbeck, August E. Weber, Philip R. Sachs and others. The capital stock is \$300,000.

Clarksburg, W. Va.—The Home Building and Loan Association has been incorporated by D. K. Reed, J. I. Horne, C. S. Sands and others. The capital stock is \$500,000.

Lexington, N. C.—The Farmers' Mutual Insurance Association of Davidson County has been organized with D. H. Hinkle, president.

Louisville, Ky.—The American National Bank will organize with J. H. Lindenberg, president; Logan C. Murray, vice-president; Charles Warren, cashier; Clinton McClarty, Jr., and Harry C. Truman, assistants. The bank is a consolidation of the Merchants' National Bank, Kentucky National Bank, Second National Bank and Fourth National Bank. The capital stock is \$800,000.

Stanberry, Mo.—The Commercial Bank of Stanberry has been chartered by J. C. Liggett, R. S. Liggett, J. H. Liggett and others. The capital stock is \$20,000.

Wheeling, W. Va.—The West Virginia Adjustment & Investment Co. has been incorporated by J. P. Adams, D. G. Morgan, J. F. Paull and others.

### New Bond and Stock Issues.

Baltimore, Md.—The Baltimore & Annapolis Short Line Railroad Co. has executed a deed of trust to the Safe Deposit & Trust Co. of Baltimore to secure an issue of \$600,000 of bonds required for the reorganization of the company.

Charlottesville, Va.—The sale of sewer bonds has been ordered. The mayor can be addressed.

Frederick, Md.—The board of aldermen have voted to issue \$35,000 of 4 per cent. bonds.

Knoxville, Tenn.—West Knoxville will float improvement bonds. F. K. Huger, mayor, can be addressed.

Louisville, Ky.—The East End Improvement Co. has decided to float \$50,000 of bonds.

San Antonio, Texas.—Bexar county has authorized the issuance of \$60,000 of 6 per cent. 10-40-year bonds for bridges. Address the board of county commissioners.

### Interest and Dividends.

Frederick, Md.—The Farmers and Mechanics' National Bank has declared a semi-annual dividend of 3 per cent.

Portsmouth, Va.—The Portsmouth & Norfolk County Railroad Co. has declared a dividend of 8 per cent.

### Failures and Suspensions.

Aiken, S. C.—G. K. Chafee has been appointed receiver for the Aiken County Loan and Savings Bank. Its affairs will likely be adjusted and the bank reorganized.

### Financial Notes.

FRANK C. OWENS has been elected president of the Bank of Way Cross, Ga., to succeed A. M. Knight, who resigned.

THE corporate existence of the Citizens' National Bank of Winchester, Ky., has been extended to May 16, 1914.

### New Carolina Enterprises.

[Special Cor. MANUFACTURERS' RECORD.]

WELDON, N. C., May 19.

Mr. T. L. Emory, of Weldon, N. C., and others have for several years past been engaged in making a canal at what is known as the 'Great Falls' of the Roanoke river, about four miles from Weldon. At the point mentioned the river has a descent of nearly twenty feet. The canal is about one mile long, and extends from above the falls around them, being cut out of solid rock for most of the distance. By it an unailing water-power has been secured with which to operate turbine wheels for the purpose of supplying power to several proposed mills. The water has recently been let into the canal, and the dam and sluiceways have been thoroughly tested.

New York parties have been examining the place, and it is reported have decided to purchase one-half of the power rights. It is understood that they represent other capitalists. Among the plants which it is expected to build are a knitting mill, cottonseed-oil mill and cotton mill. A superior quality of cotton is grown in this section of the country, which will be used by these mills. The canal is three miles from the Seaboard Air Line, from which a branch is to be constructed. The company developing the property is called the Great Falls Manufacturing Co. W. M. Hablison, of Petersburg, Va., is president, and Charles Cohen, of the same place, secretary and treasurer.

MANAGERS of mills, factories, furnaces, mines, etc., and parties starting manufacturing enterprises and needing machinery or supplies of any kind will find it profitable to consult the advertising columns of the MANUFACTURERS' RECORD. Its pages contain names of the best houses in the country among manufacturers of and dealers in machinery and mill supplies.



## RAILROAD NEWS.

[A complete record of all new railroad building in the South will be found in the Construction Department, on pages 285 and 286.]

## West Virginia Projects.

The new lines projected, and for the construction of which some actual movements have been made, promise to add considerable mileage to West Virginia this year. These new roads will also stimulate the coal, lumber and mineral development, making accessible properties shut off from markets by the lack of railroad facilities. Mention is made in this issue of the Charleston, Clendennin & Sutton. Another road along the Elk river is under contemplation, the completion of which would, with the Charleston, Clendennin & Sutton, line the Elk river with rails for 150 miles, reaching almost to its source. This line is projected from the Camden system at Centuria to Addison or Webster Springs, about forty miles above Sutton. The people of Webster county are greatly interested in the enterprise and county aid will probably be voted. C. P. Dorr, Joseph Fucy and others are promoters of the project.

A southeastern outlet for the West Virginia Central is sought by that company, and it is likely that a survey for such an extension will soon be made. A route suggested is from Elkins to Alpena, through some of the wildest regions in the State, pass through Collett Gap to the headwaters of the Greenbrier river, through Pocahontas and Greenbrier counties to the Chesapeake & Ohio somewhere near the Virginia State line.

Upshur county has voted financial aid to the Buckhannon, Tygart's Valley & Point Pleasant Railroad, and the building of the road will not long be delayed. It is to run from Belington to Buckhannon, a distance of eighteen miles, with Point Pleasant, on the Ohio river, its ultimate destination. The building of the line to Buckhannon would connect the Camden and Davis systems of railroads.

A railroad to be built along Big and Little Coal rivers, in the southern part of the State, may be commenced soon. A proposition has been accepted by the property owners from J. S. Casement, who built the Gauley extension of the Kanawha & Michigan, to build fifty miles of road in consideration of 25,000 acres of land given him as a bonus. The road will have two branches, one up Big Coal river to Peytona, and the other up Little Coal river to Madison. Short extensions would connect the first with the Norfolk & Western and the second with a branch of the Chesapeake & Ohio. Construction is to commence before August 1.

## For a Shorter Route to Pittsburg.

The Elk river region of West Virginia, with its wealth of iron, coal and timber, needs but a railroad to bring about an industrial transformation. This need promises soon to be supplied in the completion of a north and south line through the centre of the State, giving the Great Kanawha valley connection by direct route with the manufacturing region around Pittsburg, Pa. The Charleston, Clendennin & Sutton Railroad, which has completed its road to the mouth of Big Sandy creek, twenty-two miles above Charleston, has attracted the attention of Pittsburg capitalists. A tour of inspection was lately made over the route of the road, the party being headed by Governor MacCorkle, of West Virginia, who is interested in the building of the line. The Pittsburg people are anxious to fill in the gap, which would give a direct route to that city from the Kanawha valley. The funds for completing the road are expected, as a result of the trip, to be advanced in the near future, and active work on building the line to a connection with the Camden

system at Sutton commenced. This road will give Charleston and the Kanawha valley a new direct and short route to Pittsburg.

## Another Receiver for the Jacksonville, Tampa &amp; Key West Railroad.

R. B. Cable has been appointed receiver of the Jacksonville, Tampa & Key West Railroad by Judge Call, of the Circuit Court at Jacksonville, Fla. About a year ago Judge Pardee, of the United States Court of Appeals at New Orleans, appointed J. H. Durkee receiver. Now the road has two receivers. Mason Young was appointed receiver in July, 1892, in the suit of the American Construction Co. In January, 1893, the appointment was set aside, and Mr. Cable named as receiver. Then Mr. Durkee was ordered to succeed Mr. Cable, and now the latter is reappointed to act jointly with the former.

## Ohio River Railroad.

The tenth annual report of President George W. Thompson, of the Ohio River Railroad, for the year ended December 31, 1893, was submitted to the stockholders' meeting, held recently. The gross revenue of the company for the first six months of the year increased \$62,402.38. The gross earnings for the year 1893 were \$790,261.65, a decrease of \$4874.09, or 0.61 per cent., as compared with 1892. The total tonnage carried in 1893 was 474,582 tons, a decrease of 34,569 tons, or 6.78 per cent. The tonnage originating on the road shows a decrease (mostly in foreign products) of 57,141 tons, equal to 18 per cent., while that received from other roads (principally branch lines) increased 22,572 tons, or 12 per cent.

## The Port Royal Road.

Receiver J. B. Cleveland, of the Port Royal & Western North Carolina Railroad, at the recent meeting of the stockholders submitted a report covering his term as receiver from June 5, 1893, to March 31, 1894. It showed expenses of \$291,439.14, receipts of \$340,487.42 and net earnings of \$49,048.28. A number of improvements were made, including a \$5000 steel bridge, a large amount of trestling and filling in, calling for expenditures for these betterments of \$14,811.82; \$50,127.75 were spent on repairs and renewals, making total outlay of \$64,939.57. Notice was given of the intention to amend the constitution so as to increase the number of directors from twelve to sixteen. Officers were elected as follows: President, H. M. Comer, of Savannah, Ga.; directors, W. L. Mauldin and Jno. Ferguson, of Greenville, S. C.; E. F. Verdery, J. H. Alexander, J. B. Cumming and J. P. Doughty, of Augusta, Ga.; W. L. Gray, J. A. Barksdale, J. I. Pluss, of Laurens, S. C.; T. J. Moore, of Spartanburg, S. C.; Sylvester Bleckley and J. A. Brock, of Anderson, S. C.

## A New Coal Road.

A coal road of much importance to Texas will soon be placed under construction. The line will be twenty-six miles long, extending from Chispa, a small station on the Galveston, Harrisburg & San Antonio Railroad, in El Paso county, to the San Carlos coal fields, near the bank of the Rio Grande river. The road will be constructed by the Rio Grande Northern Railroad Co., with the support of the Southern Pacific. The latter company has become interested in the possibility offered of securing a coal supply near its line of road. A number of tests of the coal for locomotive use were made with satisfactory results. The San Carlos Coal Mining Co., of Pittsburg, Pa., previously mentioned in the MANUFACTURERS' RECORD, which is developing the mines, has already expended about \$100,000 in that direction, and will be ready to

ship coal with the completion of the railroad. The road will cost between \$300,000 and \$400,000. The Southern Pacific has contracted with the San Carlos Coal Mining Co. to take not less than 115,000 tons per annum. The marketing of this coal gives to the coal users of western Texas a near-at-hand supply that must have a beneficial influence on the industrial growth of towns in that section.

## Atlantic Coast Line to Extend to Augusta.

The building of a line to Augusta, Ga., is the next move booked for the extension of the Atlantic Coast Line system. The management of this line has been gradually broadening out its ramifications, adding new territory to the rich sections already tributary to its roads. After completing the Wilson short cut, work on the Denmark extension was begun, and now as this line is nearing completion the system is reaching out for the trade centring at Augusta. The managers of the Atlantic Coast Line seldom discuss contemplated improvements publicly; they believe more in action than in words, so that quietly and without any announcement preliminary surveys have been commenced for an extension from Ashley Junction, S.C., to Augusta. The officials of the company decline to state just when work of construction will begin, but as they usually carry out their plans with as little delay as possible, the impression is that such steps will be taken in the near future. The territory to the west and southwest of Augusta is an attractive field to railroad managers, and the tendency of the times is carrying Eastern lines towards those sections. To Atlanta and thence to the gulf coast offers traffic possibilities sufficiently inviting for the continuation of at least one Eastern road that way. The Atlantic Coast Line may yet figure in Southwestern business, with a gulf terminus at New Orleans.

## Immigration and Southern Railroads.

Commenting on the interest that is being aroused throughout the South in the question of immigration, the Daily Railway Times, of New York, says:

"It is very encouraging for all those who believe in the future of the South to note the intelligent efforts which are now being made in that section to induce immigration. As we have insisted before, that is the one thing which is needed. New blood, which will be employed in new channels and give greater variety of industry, must of necessity hasten the healthy growth of the country. Its natural resources are so marvelous that nothing can restrain its development if its lines of activity are diversified. In the last few years, since cotton and rice-growing ceased to be the only industries, the advance has been phenomenal. It will be still more marked with the advent of the small farmer and local manufacturers. The railways have recognized this fact, as is shown by their recent efforts to turn the tide of immigration in that direction, and now the business men are manifesting a commendable zeal in accomplishing the same purpose. The formation in Baltimore the other day of a society for the promotion of immigration to the South is a movement potent with the greatest possibilities, and the very first to feel its beneficent effects will be the railways."

## Baltimore's Street Railway System.

A review of the growth of rapid transit in Baltimore was recently given in the MANUFACTURERS' RECORD. Lately several additional lines have been put in operation, and the following summing up will be of interest: There are five cable roads, with 36.80 miles of single track, and twenty electric roads, with 136.26 miles of single track, making a total of 173.06 miles of rapid transit lines in operation. In a few weeks about thirty-three miles of electric

road, now nearing completion, will be added to this, giving over 200 miles of rapid transit lines. All this has been accomplished within about three years. Every portion of the city is reached by competitive rapid transit lines, and the outlying suburbs are penetrated in all directions, with several long-distance lines under construction to neighboring towns. The rapid expansion of Baltimore's street railway lines is but an illustration of the general advance of the whole city. Few cities in America have made such progress during the last three years in industrial growth, in office and warehouse-building enterprises and in financial interests as Baltimore.

## More Steamers from Newport News.

W. P. Walker, Jr., freight traffic manager of the Chesapeake & Ohio Railway, in a letter to the MANUFACTURERS' RECORD, says: "While we have nothing definite or positive to give you at this time for publication in reference to an increase in steamer service from Newport News, we can say that the past year has demonstrated that an increase in our fleet of steamers to the United Kingdom appears to be quite necessary, and that the matter is being looked into in reference to securing additional new steamers not only for the United Kingdom trade, but also for one or more continental ports, as our present service to the Continent is being done through chartered vessels only, and we hope to control an increased steamer service from Newport News within the near future."

## Railroad Notes.

A PETITION for the removal of the receivers of the Fort Worth & Denver was refused by Master in Chancery Dunklin at Fort Worth. The petition was made by creditors of the road.

THERE have been deposited for purposes of reorganization with the bondholders' committee of the Cape Fear & Yadkin Valley Railroad Co. \$2,334,000 of bonds out of a total issue of \$3,054,000. This will enable the committee to go ahead with the arranging of plans for reorganization.

THE Tennessee River, Ashville & Coosa Railroad, extending from Ashville to Whitney, Ala., a distance of four miles, has been ordered to be sold to satisfy a claim of \$16,000. The road was chartered in 1890 to build from Anniston to Sheffield, Ala., a distance of 189 miles.

THE date fixed for the sale at public auction of the East Tennessee, Virginia & Georgia Railroad is July 7. The minimum price is \$1,500,000. The sale is in accordance with the plans for reorganizing the Richmond Terminal system, and the property will be bought by the reorganization committee.

THE annual meeting of the Southern Railway and Steamship Association occurs in New York on June 13. The association will then be reorganized and a plan of agreement adopted. It is thought that all of the roads will continue in the association.

THE recent opening of the new railroad shops of the St. Louis Southwestern Railway at Pine Bluff, Ark., was made a gala occasion. The shops are a monument to the progressive spirit that moves the citizens of Pine Bluff. The plant is a large fire-proof structure, equipped with the latest improved machinery, and cost \$75,000, of which sum the people of Pine Bluff gave \$25,000 as a bonus.

LARGE deposits of Bessemer ore have, it is reported, been found in Stokes county, N. C., on the property of the Carolina Iron, Mining & Investment Co.

THE agent of a European colonization company is said to have decided to make Fort Worth, Texas, the centre for extensive colonization work.



## SOUTHERN TEXTILE INTERESTS.

[A complete record of new textile enterprises in the South will be found in the Construction Department, on pages 284 and 285.]

**WHY** should the South, which raises nearly three-fourths of the world's cotton crop, and which has every natural advantage that could be desired for manufacturing, not become the centre of cotton manufacturing for the world? Why should it ship its raw cotton to England to be manufactured, and thus lose the hundreds of millions of dollars that would be annually added to its value if manufactured at home? To ask these questions is to answer them.

## COTTON MILLS IN ALABAMA.

## What Has Been Done and What Ought to Be Done.

[Address of Hon. T. W. Pratt, delivered at Birmingham, Ala., April 25, 1894, at request of the State Convention of Chambers of Commerce of Alabama.]

The branch of Alabama development which, in my judgment, should first occupy the attention of our Chambers of Commerce throughout the State is the manufacture of our great staple, cotton, and in view of the fact that this State has advantages for manufacturing cotton goods equal, if not superior, to all others, we can, by a judicious system of advertising these advantages, secure for this State manufacturing plants which will add millions to our valuation and tens of thousands of industrious families to our population.

The mercantile history of England during the past century is the history of her cotton manufacturing, and the same is true of New England, while the South, which has furnished the cotton, has very little to show in permanent improvement for the many millions received for her staple, while the value of her lands has gradually decreased and her substance has been used in buying her foodstuffs and clothing from the North and abroad.

The following statistics will serve to illustrate the importance of this great industry, and the ridiculous position we occupy in regard to the same:

There are over \$2,500,000,000 invested in cotton mills in the world, and over \$400,000,000 in the United States, and yet the South, furnishing 62 per cent. of the world's cotton, has a total capital invested in its manufacture of less than \$100,000,000, or about one-twenty-fifth of the world's investment.

The value of the crop of cotton of 1893 is calculated to be about \$275,000,000, and this income would be trebled or quadrupled if we could manufacture our goods at home.

Alabama possesses every requisite for the manufacture as well as the production of cotton—a splendid and healthful climate, low cost of living, cheap power, intelligent labor at a small cost and long hours of work.

1. We have the cotton at our doors from first hands, and it costs us at least \$1.50 per bale less than it costs the New England mills, which are obliged to pay freight on seventy-five pounds of waste and dirt with every bale, which, added to the regular freight rate and the expenses of draying, sampling, commission, etc., brings the raw material at the Eastern mill 10 per cent. above the cost to us—a fair dividend.

2. We have our power at the lowest possible cost, for in addition to our numerous and splendid water-powers, we are able to buy good steam coal in most all portions of the State at less than \$1.50 per ton, against a cost in New England of from \$4.00 to

\$5.50 per ton, and as Alabama is well supplied with water, mills would find no difficulty in securing an abundance of cold spring water for condensing, free of cost. New England mills figure their cost of power at about \$20.00 to \$25.00 per horsepower per annum where steam is used, and from \$15.00 to \$20.00 per horsepower for water-power. In comparison I find few Southern mills whose power costs to exceed \$10.00 per horsepower per annum, and many of these mills in the South use cheap high-pressure engines.

In the manufacture of print cloths in the East it is estimated that power and heating cost one cent per pound of goods produced. While we cannot make a comparison with a Southern mill of this character, I do know from actual experience that in producing coarse yarns the entire cost of heat, light and power in our mill is only one-tenth of one cent per pound. This is not a fair comparison, owing to the different class of work, but the great cost of heating the large mills of the North and East for about six months each year, when fuel is high, is an enormous expense as compared with our cost for heating in Alabama, when we have but a few days when it is necessary to use artificial heat.

3. We have intelligent labor which, by reason of the low cost of living, we can hire at a saving of 25 per cent. over New England prices, and we secure sixty-six hours labor per week, against sixty hours labor per week in New England and fifty-two and a-half hours labor per week in England.

4. We have no labor organizations to bother us.

5. The mill buildings and tenements for the hands can be built in this State at a saving of from 20 to 40 per cent. from the cost of equally as good buildings in the East.

6. We can secure freight rates to market from most of our Alabama cities on manufactured goods at a saving of nearly half what it costs to transport the raw cotton, and by a little effort on our part could get rates to Chicago and other Western cities lower than they are at present, although our rates now are lower than from New England to many Western points.

7. The record of Southern mill earnings, compared with the earnings of Northern mills for the past few years, is much in favor of the South, and is a strong argument to use with our Eastern friends. It is, perhaps, not generally known that Alabama has made the greatest relative progress in cotton manufacture of any State in the Union in the past four years, but such is the fact. In 1890 we had but thirteen cotton mills with 79,000 spindles and 1692 looms in the State, and we now have twenty-nine mills with 237,458 spindles and 4019 looms, or a threefold increase both in looms and spindles in only four years. This is certainly a good record, but we are still far behind several of our sister States in the South, who recognized the importance of this industry years ago, and have done and are still doing all in their power to extend this important industry. Let us get into the harness as they have done and secure the enactment of such laws, both municipal, county and State, as will convince the world that we are anxious to secure new blood, new money and new factories, and that when we get them we will foster them. Manufacturers of the South need more money and less adverse legislation, and before they can hope to reach the perfection in manufacturing attained in England and the East they must adopt the only sensible plan of equipping their mills with only the best and latest improved machinery, as no mill

with machinery fifteen or twenty years old can hope to compete with modern equipped mills.

There has been a general opinion prevalent in the South and East that the Southern manufacturers could never hope to be able to make fine goods, owing to climatic conditions, but I think that idea is exploded, for we are now producing goods which ten years ago our New England competitors said we never could make, and we certainly have reason to believe that we will eventually drive the New England mills off of the fine goods they are now making and into other lines by meeting them in competition, as we have already done in coarse yarns, as it is recognized today they are unable to cope with us in coarse goods, and I believe the day is not far distant when we will meet England in successful competition for the world's trade.

After making careful investigation I find that the wages paid in English factories compare favorably with ours, and we have every advantage over them except in the cost of our machinery (which will be eventually made in the South), the open markets of the world and the cost of borrowed money.

Many people say that cotton mills do not help us much, owing to the low wages paid, and in answer to that we can say that the average amount earned by agriculturists is but thirty cents per day in Alabama, while the average wages to mill operatives in the State is seventy cents per day.

Unusual opportunities are offered in this State for the establishment of knitting factories for supplying the home demand for hosiery, underwear, etc., out of the product of our yarn mills, and also for the building of bleaching plants to bleach our sheeting and shirting, and do away with the present necessity of shipping our goods to New England to be bleached and then returned to market, thus eating up much of our profit in freight.

With the building of new mills in our State will come the additional demand for food products and manufactured goods, and an additional incentive given our farmers for the production of foodstuffs at home, and thus we would become independent of the North, to whom we now give our cotton crop in exchange for wearing apparel, corn, bacon and hay. Our cotton will always be our foundation crop, and the mills will surely come to it and add more wealth to our State than any other industry.

Let us advise the world of what we have and what we are and success will surely come. Huntsville feels proud of her distinction as the largest cotton-manufacturing city in the State, and especially so as she has attained that distinction in the past two years through the efforts of her citizens. We now have over \$1,000,000 invested in three mills and use 12,500 bales of cotton per annum and produce 2,500,000 pounds of domestics and 2,750,000 pounds of yarns, employ 1000 hands and give our farming community the best local cotton market in the State. There is no reason why Alabama should not be filled with good, prosperous cities like Massachusetts and Rhode Island, and if we would use the same push and energy to secure legitimate manufacturing industries as they have used, we, like those States, would have a wealthy population.

## The Newton (N. C.) Cotton Mills.

O. P. Heath & Co., of Charlotte, N. C., bought the Newton (N. C.) Cotton Mills about a month ago, and will continue the plant under the same name. They are now overhauling the machinery and will make some improvements, but will add little new machinery at present. Heath & Co. want to be ready to operate by June 10, and will start up as soon after that time as the condition of cotton manufacturing will justify. Later on it is expected to complete an ad-

dition to the plant started by Mr. Williams, which will, when finished, accommodate about 3000 spindles. Some time during the coming summer this addition will be completed and either filled with looms or spindles as soon as there is some apparent improvement in the business. The present capacity of the mill is 5000 spindles, making warps and hosiery yarns.

## A 50,000-Spindle Mill for the South.

A proof of the statement recently made in the MANUFACTURERS' RECORD that several of the large New England cotton-manufacturing concerns would build cotton mills in the South of about 50,000 spindles each is given in an advertisement which has been issued by Mr. J. P. Frizell, engineer, No. 60 Congress street, Boston. Mr. Frizell advertises that he has been instructed by responsible parties to select a location for a cotton mill of not less than 50,000 spindles, to have a ginny and cotton-oil plant combined. It is to be operated by water-power, and offers of water sites are invited. Communications on this subject must state the locality, name of the stream, extent of drainage ground, extent of cotton cultivation, railroad communication and all other information that would be of value in determining the question of the location of a cotton mill. Out of all the sites offered, some that present the most attractive showing will be personally investigated and a decision reached.

## A Bearish View of Cotton.

Messrs. S. Munn, Son & Co., in their weekly review of the cotton market, take an exceedingly bearish view of the situation. They say:

"In common with almost everything else, cotton has shown depression during the past week. It would take a resolute optimist indeed to ignore the unfavorable factors militating against business interests in general at the present time. Cotton cannot hope to escape.

"We believe that sooner or later it must come down to what may be described as a gold basis. The dullness of business in this country we think will lead to a general reduction in wages, and the cost of living will have to be scaled down to a lower level as a necessary consequence. Strikes are in progress in various parts of the country. Smokeless chimneys are the rule rather than the exception, so great is the stagnation in all departments of industry. The strikes reduce the buying capacity of the people, and the number of workmen out of employment is so large that it calls for due consideration. Another fact which it would be idle to ignore is the extreme depression of agriculture. The price of wheat has again fallen below anything ever before known in the mercantile history of this country. The farming community will not be able to purchase general merchandise as freely as formerly. Economy will be the order of the day for a long while to come. Of course the policy of retrenchment will affect cotton and cotton goods, as well as other branches of business through all the ramifications of trade and industry. In other words, if we wish to get a clear view, let us say a bird's-eye view, of the cotton situation, we must view business conditions broadly. We must take account of the underlying conditions of trade in the country at large. And certainly there is ground for apprehending that prices have not yet touched bottom."

That is certainly a rather dismal view of the situation.

## Notes.

THE Millfort Mill Co.'s cotton factory at Fort Mill, S. C., has been put in thorough condition, and is now about ready to commence operations. The company lately bought the new mill heretofore referred to as the Luna Mill. New cloth and slasher



rooms have been added, and 100 Crompton fast-speed looms put in. Orders for a full equipment of sprinklers and complete fire-protection system have been placed with the General Fire Extinguisher Co., of Providence, R. I. Mr. David Trainer is secretary and manager of the Millfort Company.

It is said that the Abbeville (S. C.) Cotton Mill Co. will commence work on its proposed new cotton mill as soon as a suitable site can be secured.

THE number of operatives at the Cherry Run Cotton Mills, in Florence, Ala., has been steadily increasing lately, owing to the receipt of many orders. Several months' production of the plant has been sold.

THE new Modena Cotton Mills at Gastonia, N. C., will commence operations about June 1. Mr. J. F. Storey will have charge of the mill.

THERE has been some talk of building a cotton mill at Liberty, S. C., but as yet nothing definite has been done.

MR. WALTER PRINGLE, of Charleston, S. C., in a letter to the MANUFACTURERS' RECORD, states that the new cotton mill at Union, S. C., is making cloth similar to the "Fruit of the Loom," which he says is the finest cotton goods now manufactured in the South. Mr. Pringle urges the establishment of new mills throughout South Carolina, and points out facts, so often given in the MANUFACTURERS' RECORD, to indicate how profitable cotton mills in that section have proved to be.

THE stockholders of the Catawba Mills Co., of Chester, S. C., held a meeting on May 19. Directors were chosen as follows: Messrs. Miller and Wilson, of Charlotte, N. C.; Joseph Wylie, J. H. Smith, G. C. Stahn, S. B. Latham, of Chester. Mr. D. A. Tompkins, of Charlotte, was chosen president.

A DISPATCH from Petersburg, Va., dated May 18, reported that the Pocahontas Mills, manufacturers of cotton goods, were putting in \$10,000 worth of new machinery.

THE stockholders of the Cherokee Falls Manufacturing Co., of Blacksburg, S. C., held their annual meeting last week. Much satisfaction was expressed with the company's affairs, the mill being at present in good financial condition. It did not cease operations at any time during the business depression. The board of directors chose the following officers for the ensuing year: J. A. Carroll, president, and R. P. Roberts, secretary and treasurer.

It is said that nearly all the new machinery recently put into Southern cotton mills has been provided with the patent metallic drawing roll. An astonishing number of old railway heads and drawing frames have also been changed over to metallic rolls, and the increased output and improved quality of the resulting product is so great in many instances as to save mills going to the expense of new machinery. The Columbia Mills Co., of Columbia, S. C., was the first Southern concern to put the metallic rolls in its plant throughout all the processes to spinning, and the new mill of the Courtenay Manufacturing Co., at Seneca City, Oconee county, S. C., has been similarly equipped. The metallic rolls are manufactured by the Metallic Drawing Roll Co., of Indian Orchard, Mass., and among the progressive mills which have adopted them on railway heads, sliver lap machines, comber draw box and drawing frames are the following, many of which have given not one, but several repeat orders, after testing the roll to their satisfaction: Pacolet Manufacturing Co., Pacolet, S. C.; Enoree Manufacturing Co., Enoree, S. C.; Wm. E. Hooper & Sons, Baltimore, Md.; West Point Manufacturing Co., West Point, Ga.; Columbia Cotton Mills, Columbia, S. C.; Lane Mills, New Orleans, La.; Lanett Cotton Mills,

West Point, Ga.; Brookside Mills, Knoxville, Tenn.; Swift Manufacturing Co., Columbus, Ga.; Muscogee Manufacturing Co., Columbus, Ga.; Mammoth Spring Cotton Mills, Mammoth Spring, Ark.; Anniston Manufacturing Co., Anniston, Ala.; Dilling Cotton Mills, King's Mountain, N. C.; West Huntsville Cotton Mills, Huntsville, Ala.; Courtenay Manufacturing Co., Seneca, S. C.; Union Mills, Union, S. C.; Enterprise Manufacturing Co., Augusta, Ga.; Graniteville Manufacturing Co., Graniteville, S. C.; John P. King Manufacturing Co., Augusta, Ga.; Erwin Cotton Mills, Durham, N. C., and the Wrennham Mills, Lexington, N. C.

It is reported from Columbia, S. C., that Mr. Aretus Blood, of Manchester, N. H., and other stockholders interested in the new cotton-duck mill at Columbia are preparing to organize a company to build another mill at the same place.

#### New Enterprises in East Tennessee.

Mr. J. Haile, of Erwin, Tenn., in a letter to the MANUFACTURERS' RECORD, says:

"Messrs. George D. Miles and Martin White, of Chicago, have purchased of the Unaka Timber Co., of Knoxville, one of the largest bodies of timber in the South, about 200,000,000 feet, and will put in a large saw mill at once. This mill will be built in Erwin, and it is claimed that the pay-roll will be from \$400 to \$500 per day. "The Charleston, Cincinnati & Chicago Railroad will in all probability put a steel bridge across the Nolachucky river and haul the timber out of North Carolina for the Miles & White saw mill, which will amount to over 80,000 feet per day.

"It is understood that the East Tennessee, Virginia & Georgia Railroad will extend its line from Embreeville to this place, which is only four and one-half miles, as soon as the business will justify it. This will certainly not be long, and competition with the present road will give us good freight rates.

"Another enterprise is the building of a railroad from Erwin to Flag Pond, a distance of fifteen miles, to be used in connection with a large saw mill which will be put up here by Mr. Walter Williams, a wealthy gentleman from Kansas. The right of way for this road is being secured now, and if nothing prevents, work on it will be commenced very soon. While the mining interests of the South are very quiet just now, the manganese ore beds of this country are being opened up.

"Mr. Kroman is operating a fine bed on the Anderson farm three miles from here. He has constructed a tramroad from the mines to the Charleston, Cincinnati & Chicago Railroad and is very much pleased with the output. He is also talking of opening some fine manganese property owned by J. F. Toney, of Erwin.

"Messrs. Dent and Jackson have closed a trade with W. S. Tucker for his manganese property two miles from here, and will put fifty hands to work at once getting ready to mine and wash the ore.

"A Pennsylvania tannery company has had a man here looking up a location for a tannery, and he was greatly pleased with the amount of tan bark to be had. This county has more tan bark in it, and accessible to it, than any other county in the State.

"J. A. McNabb has just completed and put in operation a large distillery for making corn whiskey.

"Mr. A. V. Deadrick has filed a bill for the division of the famous Unaka Springs property and proposes to erect a handsome hotel on his portion of it. This inviting summer resort is but four miles from here, on the Charleston, Cincinnati & Chicago Railroad.

"A new 20-room hotel and a national bank are among the enterprises talked of for the near future."

## COTTONSEED OIL.

This department is open for the full and free discussion of trade topics and practical questions, and contributions are invited from men who are identified with this industry. Items of news are always acceptable.

#### The Markets for Cottonseed Products.

NEW YORK, May 22.

Our cottonseed-oil market is easier, and it appears that the parties who have previously been sustaining the market by liberal purchases are allowing the market to drift. No serious concern is shown regarding the immediate future of the market, as stocks in this country are not considered excessive, and no more than adequate to the ordinary domestic consumptive demand between now and the first of October. But lard, tallow and greases all have declined, and cottonseed oil, though it has been relatively cheaper than these all along, must be expected to share the downward tendency of these competing fat products to some extent. The South is easier, too, and it is impossible to obtain the prices paid a few days ago. Twenty-five cents loose at the mill would probably be a fair quotation for prime crude oil. We quote as follows for barreled oils on the spot: Prime crude, 28 to 29 cents; off crude, 26 to 28 cents; prime summer yellow, 33 to 33½ cents; off summer yellow, 32 to 32½ cents; prime summer white, 36 to 37 cents; prime winter yellow, 37½ cents; cottonseed soap stock, 1½ cents.

ELBERT & GARDNER.

NEW ORLEANS, May 21.

The New Orleans cottonseed-product market has been remarkably quiet for the past two weeks and prices have declined somewhat, while buyers' and sellers' views are far apart, and there have been very few sales made in consequence. The mills throughout the country are holding very small stocks, and in the past few days have realized that it is impossible for them to sell their holdings without making some concessions. The Western buyers are practically out of the market and are refusing to make bids at any price, while we learn that the export demand is very limited in the East. We learn that the "A. C. O." experienced considerable difficulty in getting out of the mouth of the river on her way to sea, having gone aground something like six times and had to be pulled off by two powerful tugs. We do not know whether this was owing to the bad management of the pilot or to the shallowness of the channel. We quote the market nominally as follows: Prime crude loose here, 22 to 23 cents, with 25 to 26 cents asked; cake and meal for export, \$21.75 to \$22.25 per long ton f. o. b., this month's shipment; meal jobbing at depot in small lots ex cars at \$20.00 per ton of 2000 pounds; foots, 1½ to 1¾ cents; soap stock, 1½ to 1¾ cents—there is some inquiry for these latter, but the supply is very light; linters—A, 3½ to 3¾ cents; B, 3 to 3½ cents; C, 2½ to 2¾ cents, according to style and staple.

JAS. RAINEY & CO.

#### Cottonseed-Oil Notes.

NEGOTIATIONS have been pending for some time past between citizens of Meridian, Miss., and Mr. E. Cahn, of Columbus, representing large Northern capitalists, looking to the location of an extensive oil mill in that city. These negotiations have been conducted through the Young Men's Business League, and their successful consummation was announced on the 16th inst. A site for the mills has been selected, embracing six acres of ground and the large brick building erected for a bagging factory some years ago. The mill will have a capacity of 100 tons per day, and the buildings, which are now occupied by the Cryster Wheel and Spoke Factory, will be enlarged. The new mill will be operated independent of any pooling or combination with other mills. In addition to the mill or main

building there will also be built a large refinery. The amount of capital stock is as yet unknown. The refinery and other buildings will be erected, and the building repaired as soon as possible, after which the machinery will be put in place, and it is expected that operations will commence about September 15.

THE Darlington Phosphate Co., of Darlington, S. C., writes to the MANUFACTURERS' RECORD: "We contemplate building a refinery of about 3000 gallons per day, and would ask that you will favor us with information as to the cost of such a plant. We have had a very prosperous year in our oil-mill department; worked the full capacity of our mill and made a fair profit. In our phosphate department we sold all we made and could have sold as much more, but prices obtained ruled low on account of strong competition. We lost our acid chambers by the storm of last August and rebuilt them last fall, but did not get ready to operate until January. We now have one of the best arranged plants in the State. We made many improvements in our acid chambers, whereby the cost of manufacture has been greatly reduced, and we will be in future enabled to meet competition successfully. We are now running our phosphate plant to its full capacity for next season's trade, and think we have passed the worst in financial matters in this section, as everything tends to show a better feeling on every hand."

MESSRS. B. SCHMIDT & SON, proprietors of the Conchardee Oil and Grist Mill, Lincoln, Ala., in a letter to the MANUFACTURERS' RECORD, says: "Our oil mill is a very small affair, perhaps the smallest oil mill in the South, but we have been able to hold our own for the last ten years. We use water-power, are practical millwrights and oilmakers, use only the seed which we can get handy and cheap, and by selling our hulls, meal and other by-products direct to consumers mostly, and, in connection with our ginney, grist mill, store and farm, with no president, manager, superintendent, agents and so on, we keep alive very well. We made 300 barrels this season."

MR. THOMAS TAYLOR, JR., manager of the Orangeburg Oil Mill, of Orangeburg, S. C., in a letter to the MANUFACTURERS' RECORD, says: "I succeeded this season in running 20 per cent. more seed per day through this mill than I ever did before. No change was made in the machinery, and just as much oil was turned out per ton of seed. We have two 12-plate presses, plates thirteen and three-quarters wide. They are rated at twelve and one-half tons per twelve hours. I get, usually, fifteen tons in twelve hours, and have gotten from seventeen to eighteen on several occasions in twelve hours with the usual amount of oil."

USES OF COMPRESSED AIR. 134 pages with ninety-four illustrations. By Addison C. Rand. New York Printing Co., 14 La Fayette Place, New York city, publishers. Price, \$1.00.

This is a comprehensive account of the important uses which have been found for compressed air, and the utility of air as a motive power. There is an agreeable absence of mysterious technical terms, and the simple and common-sense style in which the subject is treated enables the lay reader to fully understand and appreciate the possibility of air as power. The principal uses are explained and many possible uses suggested. The book will be a revelation to many people even among the well-informed, showing as it does the various and diversified interests using compressed air in some form. It may be readily accepted as an authority, as Mr. Rand, who is its author, is one of the foremost constructors of air compressors in this country, and abundantly qualified to discuss the subject. The value of the book is heightened by its opportune appearance, when compressed air as a power is fast becoming of great importance.



## PHOSPHATES.

## Phosphate Markets.

OFFICE MANUFACTURERS' RECORD,  
BALTIMORE, May 24.

In the phosphate market there has been but little trading, and manufacturers are not buying to any extent. The arrivals recorded are nearly all to fill old contracts. At points of production there is a very firm feeling in regard to prices both in South Carolina and Florida, and holders are asking full figures. The demand is good, both for domestic and foreign consumption. The receipts of phosphate rock at this port during the past week were as follows: Schooners E. G. Hight, with 710 tons; Blanche Hopkins, 850 tons, and Douglass Gregory, with 900 tons, all from Charleston, S. C. The charters reported for the week were as follows: Schooner May Williams, Ashley river to Baltimore; New York reported a schooner of 613 tons, Beaufort to Elizabethport, on private terms; a British steamer of 1205 tons, from Punta Gorda to Leith, with phosphate at 16s. 6d., and a British steamer of 836 tons, from Fernandina to Bonness, Scotland, with phosphate at 16s. 6d. The general market closes firm, with values as follows: South Carolina rock, \$4.25 to \$4.50 for crude; \$5.00 to \$5.25 for hot-air-dried, and \$6.50 for ground rock, all f. o. b. Charleston. Florida rock is quoted \$4.00 to \$4.25 for 60 per cent. river pebble, \$4.50 to \$4.75 for 65 per cent. and \$5.00 for 70 per cent., all f. o. b. Punta Gorda or Tampa.

## FERTILIZER INGREDIENTS.

Trade in nearly all material is very quiet, and for ammoniates the market is generally easy, and in some cases values are lower. Sulphate of ammonia is in light supply, and cheap freights have a tendency to lower prices. Blood is lower at \$2.20 to \$2.25, and tankage 9 and 20 is steady at quotations. Nitrate of soda is easy and a shade lower, with a moderate demand and fair supply.

The following table represents the prices current at this date:

Sulphate of ammonia.....	\$3 25@ \$—
Nitrate of soda.....	2 40@ 2 45
Hoof meal.....	2 25@ —
Blood.....	2 20@ 2 25
Azotine (beef).....	2 35@ 2 40
Azotine (pork).....	2 45@ 2 50
Tankage (concentrated).....	2 25@ —
Tankage (9 and 20).....	\$2.10 and 10 cts.
Tankage (7 and 30).....	19 00@ 20 00
Fish (dry).....	nominal 24 00@ 25 00
Fish (acid).....	18 00@ 20 00

## Phosphate and Fertilizer Notes.

THE phosphate companies of South Carolina are gradually resuming business, and are beginning to recover from the effects of the hurricane in August last. The following figures showing the amount of phosphate royalties paid into the State treasury since August 31 last will be interesting to those who watch the development of the industry of the State: September, 1893, \$19,311.17; October, \$556.68; November, \$7151.90; January, 1894, \$3273.61; February, \$1008.91; March, \$5058.29; April, \$1050.

THE Ocala & Blue River Phosphate Co., near Ellaville, Fla., has changed hands and is now operated by the French Phosphate Co. The new firm is putting in new machinery and will soon be ready to ship six or eight carloads a day.

THE steamship British King sailed from Liverpool on the 9th inst. for Fernandina, Fla., to load with phosphate. She will arrive about June 1. This vessel is the largest ship that ever entered the harbor of Fernandina.

THE annual meeting of stockholders of the Americus Guano Co., of Americus, Ga., was held last week for the purpose of hearing the report of Manager Edgar Dunlap for the past year and for the election of officers. The report showed the affairs of the company to be in a very prosperous condition. A dividend of 10 per cent. was declared, payable in cash on November 15

next. Col. John M. Green, of Atlanta, was re-elected president; Mr. Edgar Dunlap, manager, and Mr. Frank Sheffield, treasurer.

THE phosphate business of the port of Fernandina is increasing to such an extent that the Florida Central & Peninsular Railroad is putting in two side-tracks, each about one-half mile in length.

THE British steamship Bellingham sailed from Fernandina, Fla., on the 17th with a cargo of 4300 tons of phosphate for Copenhagen. She drew twenty feet eight inches, and went over the bar without touching. This is the deepest-laden vessel that has ever crossed the Fernandina bar.

THE shipments of phosphate from the mines in the western part of Alachua county are much larger than formerly. The Savannah, Florida & Western and the Florida Central & Peninsular roads are getting an unusual amount of phosphate freights from this section.

THE British steamships Titanic and Lowlands, consigned to the French Phosphate Co. at Fernandina, Fla., sailed from New York on the 16th inst. The Titanic will take 2000 tons of phosphate rock for Bordeaux, and the Lowlands will take 2400 tons for London.

B. ARENTZ & CO., of Fernandina, Fla., have chartered the steamship Oaklands for May loading. Her cargo will be 1000 tons of phosphate.

THE shipments of phosphate rock from the port of Charleston for the week ending May 18 were as follows: Schooners E. C. Middleton with 675 tons, A. D. Lamson for Philadelphia with 600 tons and Spartan for Alexandria, Va., with 930 tons. The total shipments of crude rock from September 1 to May 18 amount to 85,233 tons domestic and 4275 tons foreign, against 76,269 tons domestic and 175 tons foreign for 1892-93. The shipments on the 21st inst. were 650 tons of crude rock to Baltimore per schooner Susan B. Ray and 825 tons to Weymouth, Mass., per schooner H. B. Hussey.

THE British steamship Linda cleared on the 19th inst. from Beaufort, S. C., for Newcastle, England, with 3450 tons phosphate rock.

## A New Outlet for Alabama Coal.

Contracts have been closed for the operation of a barge line on the Mississippi river from Greenville, Miss., to New Orleans. Armstrong & Sons, of Cincinnati, Ohio, will operate the line, and have already started with a fleet of fifty barges with a capacity of from 600 to 1000 tons each. The enterprise was planned to open up new markets for Alabama coal, and was carried out by W. B. Ryder, superintendent of the Georgia Pacific Railroad. The line starts with an agreement made by the Sloss Iron & Steel Co. to furnish 10,000 tons of coal per month. The coal trade of the rice, sugar and cotton plantations along the Mississippi river from Greenville down to New Orleans is estimated to amount to from 600,000 to 700,000 tons a year. The projectors of the line intend at present to cater for this trade and gradually push further south and west, bidding for the Texas and South American markets. Ample facilities for handling the coal at Greenville, which is the western terminus of the Georgia Pacific, will be constructed. The establishment of this enterprise has been under consideration by the Georgia Pacific for some time, and its inception has been delayed by the financial difficulties growing out of the Richmond Terminal troubles. The project is of vast importance to Alabama coal miners, as it opens to them a market heretofore controlled by Pittsburg and other Pennsylvania operators. The barge line also affords opportunities for reaching further and supplying the markets of the gulf coast and the countries to the south.

## LUMBER.

[A complete record of new mills and building operations in the South will be found in the Construction Department, on pages 284 and 285.]

## Lumber Directory.

Readers of the MANUFACTURERS' RECORD who may be in the market for lumber of any description are recommended to the directory of Southern lumber manufacturers and dealers which appears among the advertising pages.

## LUMBER MARKET REVIEWS.

## Baltimore.

OFFICE MANUFACTURERS' RECORD,  
BALTIMORE, May 24.

The record of the week is but little changed, and the same unsettled feeling is present in nearly every avenue of the local lumber market. Receipts of yellow pine have been very heavy, while the demand is light, and prices easy, but not quotably lower. In air-dried yellow pine there has been some business doing, but the volume is hardly worthy of comment. Prices for kiln-dried yellow pine are steady, with a moderate demand. In hardwoods there is a better inquiry, resulting in some business, but the demand is generally light, both from local and out-of-town buyers. In white pine prices are steady, with a fair demand. Planing mills and box factories are generally running on full time and report a good volume of business. The following list represents the prices current at this date:

[The quotations for yellow pine are for cargo lots, and for all hardwoods the figures indicate values for choice car lots.]

VIRGINIA AND NORTH CAROLINA PINE.	
5-4x10 No. 2, kiln dried.....	\$15 00@ 17 00
5-4x12 No. 2, ".....	17 00@ 18 00
4-4x10 No. 1, ".....	19 75@ —
4-4x12 No. 1, ".....	20 75@ —
4-4 narrow edge, No. 1, kiln dried.....	15 00@ 15 50
4-4 wide edge, ".....	21 75@ —
6-4x8, 10 and 12, ".....	20 00@ 22 00
4-4 No. 1 edge flooring, air dried.....	14 00@ 15 00
4-4 No. 2 edge flooring, ".....	11 50@ 12 50
4-4 No. 1 12-inch stock, ".....	16 00@ 16 50
4-4 No. 2 ".....	13 00@ 13 50
4-4 edge box or rough wide.....	8 00@ 9 50
4-4 " " (ordin'y widths).....	8 50@ 9 00
4-4 " " (narrow).....	7 50@ 8 00
4-4x12 " ".....	10 00@ 10 50
3/4 narrow edge.....	6 00@ 6 50
3/4 wide.....	6 50@ 7 50
3/4 10x16 wide.....	9 00@ 10 00
Small joists, 2 1/2-12, 14 and 16 long.....	7 00@ 8 50
Large joists, 3-16 long and up.....	9 00@ 9 50
Scantling, 2x3-16 and up.....	7 50@ 8 50
WHITE PINE.	
1st and 2d clear, 4-4, 5-4, 6-4 and 8-4.....	45 50@ 51 50
3d clear, 4-4, 5-4, 6-4 and 8-4.....	43 50@ 44 50
Good edge culls.....	14 50@ 15 50
Good stock.....	17 50@ 18 00
CYPRESS.	
4-4x6, No. 1.....	18 50@ 21 50
4-4x6, No. 2.....	15 00@ 16 00
4-4x6, 16 feet, fencing.....	11 00@ 12 00
4-4x6, rough.....	9 50@ 10 00
4-4 rough edge.....	9 00@ 9 50
4-4 edge, No. 1.....	18 00@ 19 00
4-4 " No. 2.....	12 00@ 13 00
Gulf, 4-4, Nos. 1 and 2.....	29 00@ 31 00
Gulf, 6-4, Nos. 1 and 2.....	31 00@ 32 50
HARDWOODS.	
Walnut.	
5-8, Nos. 1 and 2.....	65 00@ 75 00
4-4, Nos. 1 and 2.....	80 00@ 90 00
5-4, 6-4 and 8-4.....	85 00@ 95 00
Newell stuff, clear of heart.....	85 00@ 100 00
Culls.....	20 00@ 30 00
Oak.	
Cabinet, white and red, plain-sawed and good, 1 and 2, 8 inches and up, 12 to 16 feet long, 4-4.....	30 00@ 35 00
Quartered white, 1 and 2 quality, all figured, 6 inches and up wide, 4-4.....	52 50@ 55 00
Culls.....	10 00@ 15 00
Poplar.	
Nos. 1 and 2, 5-8.....	24 00@ 25 00
" " 4-4.....	28 00@ 31 50
Nos. 1 and 2, 6 and 8-4.....	32 00@ 33 00
Culls.....	14 50@ 15 50
SHINGLES.	
Cypress, No. 1 hearts, sawed, 6x20.....	7 50@ 7 75
No. 1 saps, sawed, 6x20.....	5 50@ 6 00
No. 1 hearts, shaved, 6x20.....	6 50@ 7 00
No. 1 saps, shaved, 6x20.....	5 00@ —
LATHS.	
White pine.....	2 65@ 2 70
Spruce.....	2 15@ —
Cypress.....	2 15@ —

## Norfolk.

[From our own Correspondent.]

NORFOLK, VA., May 21.

The past week has shown up somewhat better in the general volume of business in lumber. The demand for all grades of choice lumber is more decided, and a good many inquiries have been received during the week. Stocks of all descriptions of lumber are in good shape and fully ample for the present demand. In kiln-dried North Carolina pine the business is of better volume, and prices hold very steady according to the schedule of the association. There is a good demand for air-dried box lumber and flooring boards,

while receipts continue quite liberal. Receipts by car from railroad saw mills are on the increase, and cargo arrivals from North Carolina and other points during the week have been heavy. Some eight barges and schooners arrived for through shipment to Philadelphia, besides others for Baltimore. Most of the planing mills both here and at suburban points report business as slightly improved, with orders more numerous and prices a shade better. Woodworking factories of all kinds are running now on full time. The supply of handy-sized tonnage for coastwise and bay ports is quite ample for present requirements, while there is no change in rates. The quotations for freight rates to New York and sound ports remain at \$2.15 and \$2.25, and to Boston \$2.75 and \$3.00.

## Charleston.

[From our own Correspondent.]

CHARLESTON, S. C., May 21.

The amount of business in the lumber market during the past week shows a somewhat better volume, and the tone of trade seems more healthy. A good demand seems to have set in from Northern points, and a fair summer trade is anticipated. The various saw mills at this port and adjacent milling points are nearly all fully occupied, and orders are coming in more freely. Prices, however, show very little change for the better, and the margin of profit left for the manufacturer is still very narrow. Merchantable lumber is quoted at \$14.00 to \$16.00 for city-sawed and \$12.00 to \$14.00 for railroad; square and round \$9.00 to \$13.00 for railroad and \$8.00 to \$11.00 for raft; dock timber, \$4.50 to \$6.50; shipping, \$8.50 to \$10.50. Shingles are in a fair demand and prices steady at \$5.00 to \$7.00. The shipments of lumber during the week are reported as follows: Schooners E. F. Northam, 285,000 feet, and Maggie M. Keough, 504,000 feet; barkentine E. S. Powell, 526,000 feet, and by steamer 12,000 feet of lumber and 3770 crossies, all for New York. The schooner Johanna Swann cleared for Boston with 537,000 feet of lumber. The total shipments of lumber from this port since September 1, 1893, amount to 38,036,291 feet to domestic ports and 2,165,000 feet to foreign, making a total of 40,201,291 feet, against 39,203,420 feet for the corresponding period last year.

## Pensacola.

[From our own Correspondent.]

PENSACOLA, FLA., May 21.

Considerable improvement in the lumber and timber market at this port has been developed during the current month, and the outlook for a good summer trade is more encouraging. Shipments to both foreign and domestic ports are increasing, and for the better grades of manufactured lumber there is a good general demand. Reports from the United Kingdom and Continent in reference to the timber market show prices as a shade better, with stocks considerably reduced and a prospect of an early demand. The business of the week has been mostly foreign, and there is very little doing with domestic ports at the moment. The clearances during the week were as follows: For Barrow, 30,000 feet lumber and 1,921,000 feet sawn timber; Antwerp, 664,000 feet lumber and 93,000 feet sawn timber; Bordeaux, 2504 cubic feet hewn timber, 37,000 feet sawn timber and 410,000 feet of lumber; Ghent, 839,000 feet lumber and 117,000 feet sawn timber; Liverpool, 1,140,000 feet lumber, 300,000 feet sawn timber and 148 cubic feet cedar; West Hartlepool, 1,711,000 feet lumber and 85,000 feet sawn timber; Rotterdam, 954,000 feet lumber and 20,000 feet sawn timber; total, 5,748,000 superficial feet of lumber and 2,573,000 feet of sawn timber. In freights rates continue steady, and pitch-pine quotations remain about the same. The current rates for sail are £4 15s. to £5, according to size of vessel.



For United Kingdom or Continent steamers are quoted £5 2s. 6d. to £5 7s. 6d.; Rio Janeiro, \$14.50, and Buenos Ayres, \$11.50 to \$12.00.

#### Mobile.

[From our own Correspondent.]

MOBILE, ALA., May 19.

The market for timber and lumber begins to show an improvement in the tone, and for timber especially nearly all agree that there is an improvement in the general trade. European advices are more encouraging, and stocks are being gradually reduced throughout the United Kingdom and Continent. The bark Arazona cleared for Barrow-on-Furness with 74 689 cubic feet of sawn timber, and the bark Gwendolin with 9256 cubic feet of hewn timber for Malino, Sweden. The total shipments of sawn timber since September last are about the same as those of last year, while of hewn timber the amount shipped is about one-half of that of 1892-93. The tone of the market for lumber is improving, and there is a good foreign demand. The total shipments for the week aggregate 783,960 superficial feet, mostly to Great Britain. The total shipments of lumber since September 1, 1893, amount to 51,621,157 feet, against 59,314,327 feet for the corresponding period last year. Prices for timber show but little variation. Sawn timber is very steady at 11½ to 12 cents per cubic foot, basis of forty feet average. Hewn timber is steady, and when placed upon the market will bring about 10½ to 11 cents per cubic foot for 100 feet average and classing B1 good; pine saw logs delivered at mill, \$4.50 to \$7.50 per thousand feet. Cypress is dull and nominal. There is very little demand for poplar, and values are nominally steady.

#### New Orleans.

[From our own Correspondent.]

NEW ORLEANS, LA., May 21.

The various conditions of the lumber and timber market in the Crescent City and adjacent points of the State, although showing but little improvement either in values or in the volume of trade, may be written fairly satisfactory at the moment. There has been a fair demand ruling during the current month, and manufacturers are generally firm in their views as to prices. The cypress trade has been a shade better and values well maintained. A good local building demand prevails, and while prospects are not as bright as they were in the spring, still the amount of business will be sufficient to keep mechanics busy during the summer. Mr. Dirmeyer, secretary of the Builders and Lumbermen's Exchange, in his review of the situation, says: "The building trade is always the last to feel the hard times, because contracts are often let before these hard times commence. So it is that builders are always the last to feel the revival of trade, as people always go slow after a panic. While I think there will not be a great rush of work, still I think there will be enough work for the local mechanics this summer." New Orleans is soon to have a first-class hotel, which will be built and conducted by Col. E. R. Rivers. The site selected will be at the intersection of Canal and Carondelet streets, where now stands the fire-scarred remains of the Pickwick Clubhouse. The price paid for the site and building as it stands was \$140,000, and Colonel Rivers expects to have the hotel finished by November next. The plans for the proposed new amphitheatre of the Charity Hospital have been finished and the last contracts are about to be signed. A permit was issued last week for the erection of a three-story building on the site of the old bank building on St. Charles street, between Canal and Common streets. The building will be completed by October next at a cost of \$25,000. These are only a small portion of the projected improvements and building operations in progress. In fact, the era of

improvement has been fully inaugurated, and the current year is likely to be a remarkable one in this line. As to operations among lumbermen of the State and along the lines of railroad, there is a considerable movement, and mills are nearly all fully engaged. The Iberia Lumber Co., at New Iberia, La., keeps its large saw and shingle mills going on full time and has contracts for large quantities of lumber for various markets. Hemphill Bros., at Hattiesburg, Miss., report sales of long-leaf yellow pine at fair prices, and report inquiries for timbered lands in the South on the increase. The receipts of lumber at the port of New Orleans for the week ending the 18th inst. was 1,403,500 feet, and since September 1, 1893, they amount to 55,362,813 feet, against 68,047,291 feet in 1892-93.

#### Beaumont.

BEAUMONT, TEXAS, May 21.

There is very little animation in the general lumber market here, and manufacturers generally have made up their minds that there will be no revival in trade before July. Railroads are purchasing very little except crossties, but as there is considerable talk of railway construction both in this State and Mexico, there is some hope of an early demand for material. Orders for three cargoes were booked by the Export Company during the week, making altogether five cargoes yet to be dispatched. Freight to Southern ports have been considerably advanced during the past month on account of the delay occasioned in complying with quarantine regulations. This advance may affect trade with Cuban and South American ports, as well as all others named in the regulations. There are a few cargoes to go North on which rates have not been advanced. At Orange lumber shipments by rail continue fairly good, with more orders than during the same time last year. The Litcher & Moore Lumber Co. received an order lately for 1,000,000 feet of square timber to be shipped to Philadelphia by water; the same company have another large order for Boston. The deep water at Sabine Pass encourages manufacturers to seek business in new fields, and so far they have been very successful.

#### Southern Lumber Notes.

THE Atlantic Lumber Co., at Starke, Fla., is cutting timber out on the line of the new Atlantic, Suwannee River & Gulf Railway and haul 80,000 to 90,000 feet of logs daily.

THERE was considerable improvement last week in the coastwise shipping of lumber from the port of Jacksonville, Fla. There are a number of sailing vessels in port loading, and about 1500 tons of sailing craft bound for that port for lumber. Freight continue low, \$4.75 being paid on lumber to New York and \$4.50 to Philadelphia. The following clearances of lumber were reported: For New York, schooners Ira B. Ellems with 220,000 feet, Etna with 250,000 feet, and steamer City of St. Augustine with 360,000 feet. The schooners J. W. Starr and J. B. Holden were loading on the 21st at Bucki & Son's Lumber Co.'s mill.

THE annual meeting of the Alabama Lumber Manufacturing Association was held at Montgomery, Ala., on the 18th inst., when about twelve firms were represented. Prest. W. W. Smith called the meeting to order, and the minutes of the last meeting being read, the treasurer, Mr. Kaul, made his report for the year. As chairman of the committee, Mr. W. W. Smith reported that after much working and waiting the committee had finally secured the reduction asked from the railroads east of the Mississippi river to points north of the Ohio river. The reduction will average two to three cents per hundred pounds on lumber. A letter from Mr. George S. Gardner, of Mississippi, suggesting a convention of the

Alabama and Mississippi lumber manufacturers at New Orleans was read and discussed. A committee was appointed for the purpose of arranging with a similar committee from Mississippi for a convention, if practicable. An election of officers for the ensuing year was held, and W. W. Smith was re-elected president, and Mr. F. L. Wager was elected secretary and treasurer to succeed Mr. John L. Kaul, who has served the association for two years. The association is now in a flourishing condition, and has been the means of advancing the lumber interests of the State and producing harmony among manufacturers.

THE largest raft of logs that was ever brought out of the Little Kanawha river arrived at Parkersburg, W. Va., last week. It was brought through from Creston and was composed of seventy-five parts of logs, each part 125 feet in length.

ONE of the largest cargoes of lumber ever shipped coastwise from the port of Savannah, Ga., was cleared last week. The schooner Percy Birdsall, Captain Burr, cleared for Philadelphia with 844,815 feet of yellow pine. The shipment was made by Dale, Dixon & Co. and the Georgia Lumber Co.

#### Southern Immigration.

THE May number of the *Southern States* magazine contains a comprehensive article on the Southern Pacific Company, illustrated with engravings of points along the railroad and with photographs of the principal officers. It is one of the most thorough and complete articles on any railroad system that has been published. This is followed by an article on "Recent Immigration to Louisiana," by the well-known writer, Col. M. B. Hillyard, who furnishes a graphic history of the recent remarkable development of the section treated of. Where five or six years ago there were vast stretches of unoccupied prairie there are now well-cultivated farms and thrifty and prosperous towns. The growth in the production of rice in that section has been enormous. Prior to 1888 there was practically no rice raised for shipment. In 1888 the shipments were 7,000,000 pounds. By 1892 the shipments had grown to 197,000,000 pounds, or 9000 carloads. The May number also contains a brief article by Dan Talmage, of the noted rice firm of New York, which is followed by extracts from a large number of letters of Northern and Western farmers, who have moved into southwestern Louisiana and are growing rice and sugar. Mr. Charles Hallock furnishes a very interesting account of General Washington's visit to New Berne, N. C., in April, 1791. This number contains the eighth installment of letters from Northern and Western farmers who have settled in the South. There are letters from southwestern Louisiana, from the truck-growing country about Chattanooga, Tenn., from Texas, from North Carolina, from Georgia and from Arkansas. The editorial departments, immigration news, real-estate news, general notes, correspondence, notes of railroads, etc., are full of interesting and valuable information about current progress in the South. The *Southern States* magazine is published by the Manufacturers' Record Publishing Co. in the interest of immigration to the South and general Southern advancement. The subscription price is \$1.50 a year. Sample copies will be sent for fifteen cents.

THE new sewerage system for Meridian, Miss., will be constructed by Howard Neely, of Chattanooga, Tenn., to whom contract was awarded at \$71,013.32. The Meridian Pottery Co. will supply all the brick required, which is estimated will be from 1,000,000 to 1,250,000.

THE proposed convention of Western grain shippers at New Orleans on June 12 has been postponed till the fall.

#### Iron Markets.

CINCINNATI, May 19.

The increasing scarcity of standard grades of iron is a marked feature in the situation, as is also the continuation of slack demand from consumers. A great deal of telegraphing is done to hurry forward delayed shipments, and in more than one instance foundries have been compelled to close down for lack of kind of iron required to maintain mixtures. The scarcity is most noticeable in soft grades. At the same time the supply of No. 3 foundry and gray forge is very limited. Among the Northern irons the most urgent demand is for spot Bessemer, which appears to have been all cleaned up. Northern furnaces are selling better in the absence of supply from the South. Northern mill irons continue very dull. Scrap iron is reported in somewhat better demand.

Looking over the whole field, as to consumption, it is safe to say there is a little improvement. It is, however, so small as to cut no important figure in the market.

There is no sign of an early settlement of the coal-miners' strike, though here and there a few men are going to work. Consumers of iron appear to be borrowing no trouble over scarcity that may grow out of protracted suspension of furnaces. Most of them express themselves as preferring to pay an advance when there is some reason for it rather than to buy a day ahead of their wants at old prices.

We quote for cash f. o. b. Cincinnati:

Southern coke No. 1 foundry.....	\$10 2500	\$10 50
South. coke No. 2 foundry and No. 1 soft.....	9 2500	9 50
Hanging Rock coke No. 1.....	12 0000	12 50
Hanging Rock charcoal No. 1.....	16 0000	17 00
Tennessee charcoal No. 1.....	14 0000	14 50
Jackson county stone coal No. 1.....	14 5000	16 00
Southern coke, gray forge.....	8 7500	9 00
Southern coke, mottled.....	8 5000	8 75
Standard Alabama car-wheel.....	16 2500	17 25
Tennessee car-wheel.....	15 5000	16 00
Lake Superior car-wheel.....	16 0000	16 50

We quote for cash f. o. b. New York:

No. 1 foundry lake ore coke iron.....	\$13 5000	\$14 00
No. 2 foundry lake ore coke iron.....	12 5000	13 00
No. 1 American-Scotch.....	13 5000	14 00
No. 2 American-Scotch.....	13 5000	13 50
No. 1 standard Southern.....	11 5000	12 00
No. 2 standard Southern.....	11 0000	11 50
No. 1 standard Southern soft.....	11 5000	11 50
Standard Southern car-wheel.....	18 2500	18 75

We quote for cash f. o. b. St. Louis:

Southern coke No. 1.....	\$10 7500	\$11 00
Southern coke No. 2.....	7 7500	10 00
Southern coke No. 3.....	9 5000	9 75
Southern gray forge.....	9 0000	9 25
Southern charcoal No. 1.....	15 0000	16 00
Missouri charcoal No. 1.....	12 0000	12 50
Ohio softeners.....	14 5000	15 00
Lake Superior car-wheel.....	16 5000	17 00
Southern car-wheel.....	17 0000	17 50
Frick's Connellsville foundry coke.....	4 50	

We quote for cash f. o. b. Philadelphia docks:

Standard Alabama No. 1 X.....	\$12 0000	\$12 25
Standard Alabama No. 2 X.....	11 0000	11 25
Strong lake ore coke iron No. 1 X.....	14 0000	14 25
Strong lake ore coke iron No. 2 X.....	13 0000	13 25
Lake Superior charcoal.....	16 2500	16 50
Standard Alabama C. C. W.....	18 0000	18 50

ROGERS, BROWN & Co.

#### Lignite Coal in Texas.

In referring to the report recently published in the *MANUFACTURERS' RECORD* about the discovery of lignite coal near Athens, Texas, a correspondent writes that while brown coal or lignite has been discovered, it has not been thoroughly exploited, and consequently no reliable facts can be given. This lignite has, however, been used for some months by one of the large manufacturing plants with great success. The country is said to be underlaid with this lignite from eight to thirty feet thick and from five to thirty feet beneath the surface. Those who have used it report that it is good fuel for all domestic purposes, as well as for boilers, and claim that it carries more gas than bituminous coal.

"It is thought by some," says this correspondent, "to be suitable for smelting iron without coking, and if so, its value is enhanced by the proximity of extensive beds of brown hematite iron. The Cotton Belt Railroad Co. has secured several carloads, and has ordered 100 more in order to give it a fair test."



## MECHANICAL.

## Cableway Transfer for Large Plants.

A novel method of transferring material to and from various buildings in large manufacturing plants, and one which has much to recommend its wide adoption, is shown herewith, as employed at the Palmer Mill, Three Rivers, Mass. The apparatus used

placed from the horn at each button and the fall rope and endless rope perfectly supported. As the carriage moves in the opposite direction the carriers will be picked up by the horn on the carriage as fast as reached. A horn and series of carriers are provided for each side of the carriage in order that in whichever direction the carriage may be moving the hoisting rope shall be properly supported.

systems are working very satisfactorily.

The main feature pointed to in the Lidgerwood cableway transfer system in manufacturing plants is its saving quality. This is shown in the saving of time and labor. The goods transferred are handled no more than is absolutely necessary, thus reducing their cost and insuring safety in transit. It may be installed at a comparatively slight initial expense, and the cost of

edition of "Cableway Sketches," which may be obtained for the asking. It tells all about its various cableway systems, and is finely illustrated by nearly 100 engravings.

## Success of an American Machine Abroad.

Space is devoted in a recent number of the London (England) Engineer to an article on the inspection of an American device which is winning much popularity abroad. It is hardly necessary to observe that at home, where its merits have been repeatedly tested, it is receiving wide application and recognition. We abstract the following from the article:

"A few days ago a number of gentlemen interested in drying clay, sand, cement, whiting, phosphate, etc., visited the works of Messrs. S. & E. Collier, of Reading, to inspect the working of the 'Cummer' automatic drier sold to that firm by Charles Erith & Co., London. The 'Cummer' drier is of American origin, and is there in extensive use. It is now being introduced into most European countries. It consists of a revolving cylinder through which the wet material passes, and is dried very rapidly by being brought into contact with the products of a perfect combustion in a specially-designed furnace.

"At Messrs. Colliers' works the material being dried is clay, carrying up to 33 per cent. moisture, and this was dried ready for grinding in the dry pans in the most thorough manner. The special system for handling both wet and dry material is completely automatic, and the saving of labor thus insured is very remarkable. Any kind of fuel can be used with the machine, and it is stated that a machine evaporating from two to three tons of moisture per hour only requires about one and a-half tons of fuel per day. This would, of course, be impossible in the ordinary way, but the hot air and the vapor formed continue to evaporate moisture until it finally leaves the apparatus, a multiple effect in evaporative action being obtained, which would explain a high evaporative power which could not be obtained, for instance, in a boiler, but even with this the duty claimed is very remarkable. The Messrs. Collier express complete satisfaction with the performance of the machine bought by them. The saving in labor and fuel will also interest makers of Portland cement, whiting, ochres, phosphate and all such materials."

F. D. Cummer & Son Co., of Cleveland, Ohio, are the manufacturers of this drier.

## The Austin Rock Crusher.

A stone crusher has become as important an adjunct of a town or county's equipment as a fire engine, and municipal officers, engineers and turnpike companies will be interested in the illustrated description we give of an up-to-date machine of this character. Simplicity and durability are features of this machine, the Austin rock crusher. Any ordinary laborer can manage it without difficulty. There are but few parts, and the machine has neither cog nor sprocket wheel, clutch nor pinion. As to durability the maker states that the largest repair it has ever been called upon to make cost just sixty cents.

The frame is made of one solid piece of iron, heavily flanged. On the smallest sized machine this frame weighs over 4000 pounds. It is declared to be unbendable and unbreakable. Attention is called to the rigidity and permanency of form possessed by a cast frame. This construction of frame secures, it is claimed, the greatest strength attainable, and, having no joint or fastening, there is nothing to become loose or rickety.

The crushing movement of the jaws is obtained by an application of the "toggle-joint" principle, selected as the most powerful principal known to mechanics for

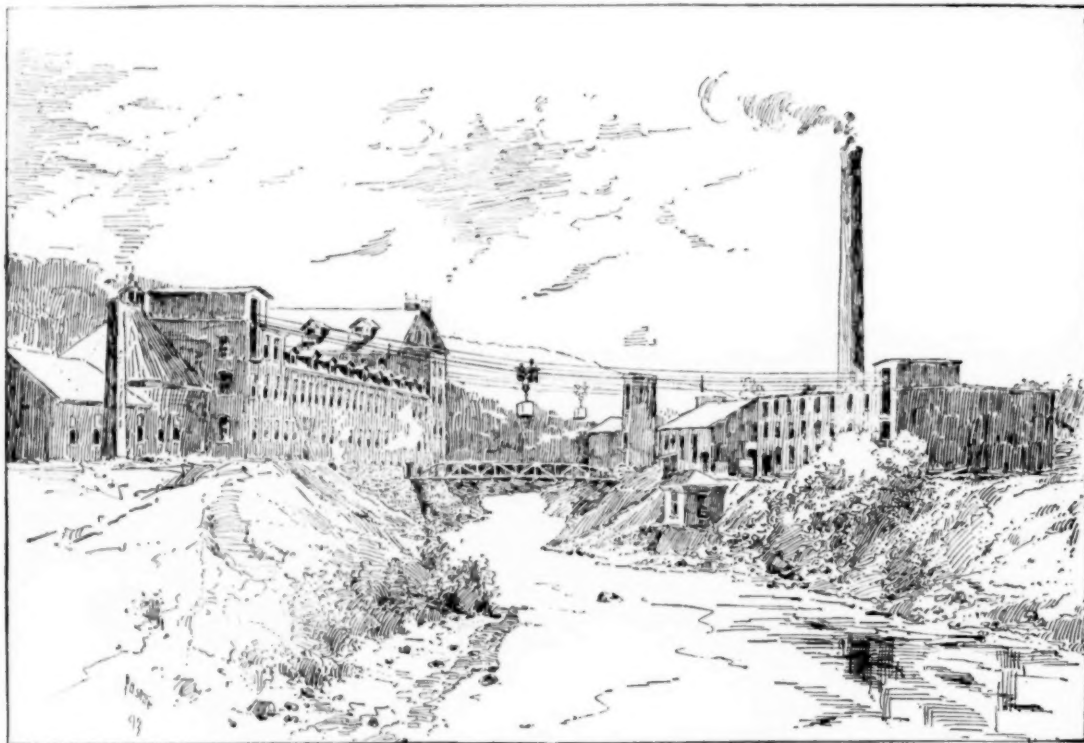


FIG. 1.—THE LIDGERWOOD CABLEWAY TRANSFER IN OPERATION AT THE PALMER MILL, THREE RIVERS, MASS.

is the Lidgerwood cableway transfer, manufactured by the Lidgerwood Manufacturing Co., 96 Liberty street, New York city.

A steel-wire cable is strung from the mill to the warehouse and passes into each building, serving as a trackway, upon which a carriage travels. The motion of the load is controlled by two ropes—the traversing rope, which draws the carriage back and forth on the cable, and the hoisting rope, which, through the medium of a fall block descending from the carriage, raises and lowers the load. Each of these ropes is operated by an improved Lidgerwood steam engine, especially designed for this work. This explains the system of transfer. Its satisfactory operation would not be accomplished, however, without the aid of a clever device for controlling the fall rope, which is deserving of more than passing mention.

In lowering the fall block to receive the load the weight of the hoisting rope, if hung unsupported between the carriage and the ends of the cableway, would be so great that the fall block would not be sufficient to overcome this overbalancing weight. From this difficulty arose the invention of the Miller patent fall-rope carriers, without which the operation of long-span cableways, it is considered, would be impracticable, and which support the hoisting rope at frequent intervals, thereby making it possible to lower the fall block at any place where it is desired to attach the load. The carriers are constructed of steel, are light and strong, and have suitable wheels for supporting the hoisting or fall rope and also the endless or traversing rope. They ride on the horn shown in front of carriage (see Fig. 2) until they are displaced by means of the steel buttons on the button rope. The spaces in the carriers are graduated in size, as are also the buttons on the button rope, so that each button will pass through every carrier except the one which it pulls off the horn of the carriage. The buttons are made fast to the button rope at regular intervals suited to the requirements of the cableway, so that as the carriage passes along a carrier will be dis-

The cableway may be strung from the upper floor of one building to another, as in the plant illustrated in the foreground of the view of the Palmer Mill, or if the buildings are low it may stretch between towers built on the buildings, as in the plant which is seen in the distance. This system not only conveys the cases or bales in either direction, but also acts as an elevator at each end, as

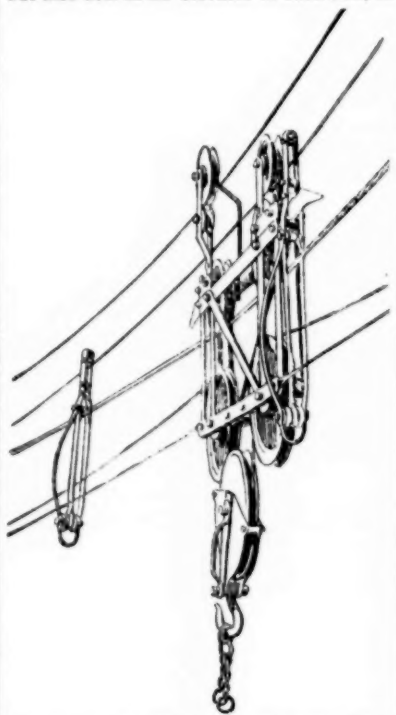


FIG. 2.—CABLE CARRIAGE AND FALL ROPE CARRIER.

the goods may be taken from any floor and delivered to any floor on the other side. At the Palmer Mill two cableways are employed, one about 150 feet span and the other 350 feet span. Loads are handled weighing from 500 to 600 pounds at the rate of twenty-five per hour, and at a large saving in cost over the old method of teaming. A letter received by the Lidgerwood Company from the Palmer Mill says both

its daily operation is claimed to be less than by any other method. The two engines employed are each controlled by a single lever, so that with only two levers to operate the entire plant a fully competent engineer may be employed at \$1.50 per day, and in establishments where a master mechanic is employed to look after the machinery, these engines have been satisfactorily run by a boy, after only a few hours' instruction, at seventy-five cents per day. In contrast to this is the ordinary method of teaming pursued in most cases, where it is necessary to convey goods from one mill to another, or from the mill to the warehouse, often across streams and canals or through crowded yards. There is the constant outlay for maintaining bridges and roads, as is always the case where a heavy traffic is daily passing through the mill-yard, especially at those seasons of

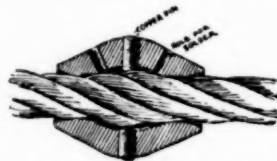


FIG. 3.—THE BUTTON.

the year when snow or mud renders teaming difficult. The expense of trucks and horses and the wages of drivers and helpers amounts to a very large sum in comparison with the slight cost of operating the cableway transfer, which is free from dependence upon roads or bridges, and is not interfered with in its operation by inclement weather.

Another point presented for consideration is the wide range of usefulness of the cableway transfer system. It can not only handle bales and cases of goods, but also coal, timber, machinery and merchandise of any nature which it may be desired to take across the stream or from one mill to another. It may be used for placing or removing obstructions in the river, and has been of great service in building dams and locks. The Lidgerwood Manufacturing Co. has just brought out the second

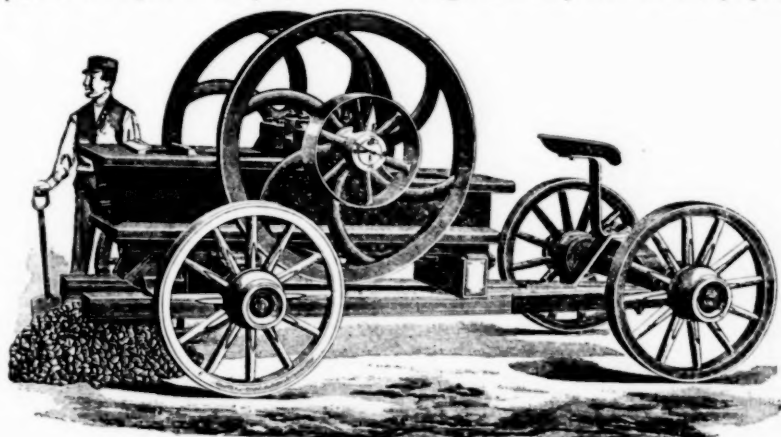


securing great power coupled with speed. The application of this principle, being, it is stated, different from that of any other crusher, is the distinctive feature whereby is secured the power, steady motion and immunity from breakage claimed for the Austin. The whole jaw moves with a divided motion, as it would were it pivoted to a moving centre, always either advancing at the top while receding at the bottom or advancing at the bottom while receding at the top, perfectly free, however, from any "dead centre" which would occur were it really pivoted there, for all parts of the die advance and recede in turn. It is always crushing, and continuously the whole power of the machine is being applied to some part of the jaw, and some

Persons interested in road improvements, or others anxious for further details, will receive proper attention by addressing the F. C. Austin Manufacturing Co., Chicago, Ill., which is the manufacturer of the Austin crusher.

#### Automatic Baling Press.

Surplus shavings have been found a nuisance by woodworking manufacturers, necessitating a regular outlay to get rid of them. A ready market awaits them if they are in convenient shape for handling. Baling suggests itself as the most compact form, and herewith we illustrate a specially-designed and constructed machine, the Champion automatic baling press, which is being successfully used for this purpose.



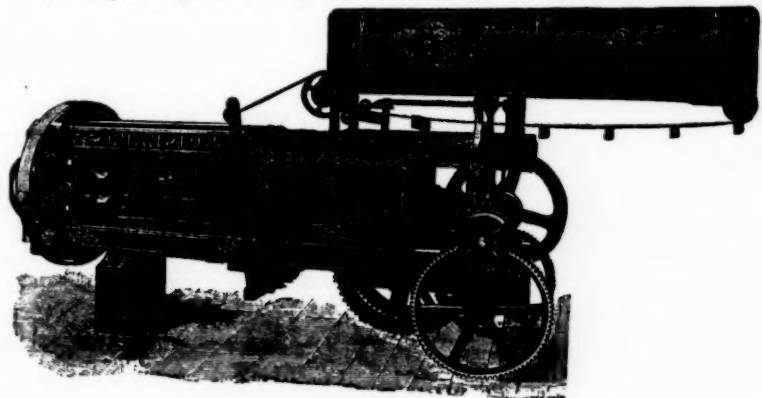
THE AUSTIN ROCK CRUSHER.

part of the jaw is always crushing stone. This movement is secured by the jaw being pivoted to no fixed point, but the steel shaft to which it is pivoted moves horizontally in a slot, and from that traveling fulcrum comes a combined oscillating and horizontal movement. One of the results of this peculiar movement, additional to the capacity secured, is steadiness.

The jaw, being loosely pivoted at the lower end, gives a wide range of motion at the upper part of the jaw, and when stone is introduced, the jaw, coming against it 250 strokes a minute, with a wide range of motion, comes with great comprehensive and striking force, crushes the stone rapidly and gets it out of the way. There is no tendency to clog, and the capacity of

It is strictly automatic, and makes a bale 14x18 inches square, of variable length (36 inches preferred). A bale of this size (14x18x36 inches) will weigh about 100 pounds, permitting the loading of from ten to fifteen tons in a box car. Its capacity is from five to eight tons in ten hours, the average amount of surplus shavings of a fair-sized planing mill. Only one operator is required to run it, and the cost of baling will not exceed sixty cents per ton.

The construction of the machine is substantial throughout, so there is little liability of its breaking. Friction clutches are provided, and a stop lever within easy reach of the operator enables him to start and stop the machine instantly without shifting the belt. The driving pulley is twelve inches



THE CHAMPION AUTOMATIC BALING PRESS.

the machine is greatly increased. The jaws operating on the stone continuously, there is said to be no jarring or pounding, necessitating solid and expensive foundations. The Austin machine, as mounted on trucks, can, it is claimed, be stopped any place on the road, the wheels blocked, the belt applied and be run to its full capacity with little more jar than occurs in a feed mill or fodder cutter. This feature is of no slight importance and will find quick appreciation from the large class of officials who know the value of a portable crusher.

On a crusher always crushing the strain on the bearings is considered equally distributed, there being no more at one time than another, or at one point than another, whereby the life of the machine is prolonged.

in diameter with six-inch face, and should run 600 revolutions per minute. About five horse-power is required to run it. The weight of the bales are regulated by turning a hand-wheel on either side of the machine, which contracts or expands all four sides of the bale chamber alike. The floor space occupied by the machine is 3x12 feet, and it should be set under the shaving vault, so the shavings will drop into the carrier. The carrier works automatically with the plunger, dropping the shavings into the machine.

The machine is also adapted for baling cottonseed hulls, cut hay, cut feed of all kinds, manure, etc. The manufacturer is the Famous Manufacturing Co., of Chicago, Ill., which will furnish any further details desired.

#### Improvement in Textile Machinery.

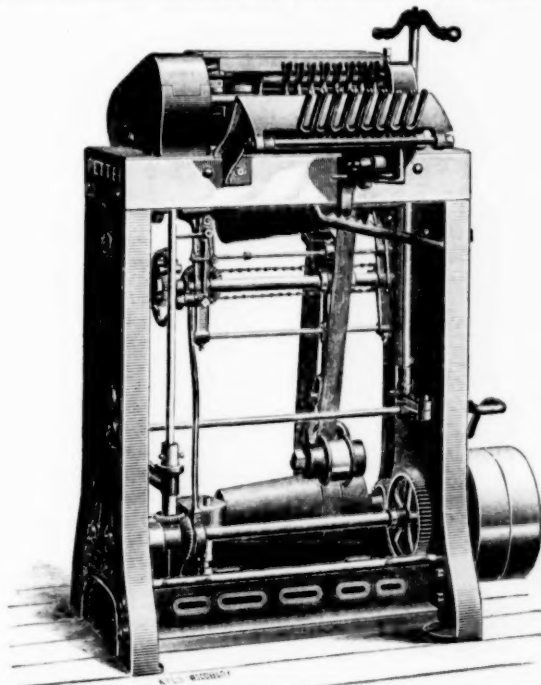
Since the revolving flat card has been used extensively in mills and has become a factor in cotton-spinning in this country, manufacturers have found the necessity of having a machine that will help to keep the evenness of the sliver more uniform, and this has caused the introduction of the railway head with improvements especially adapted for using the machine in connection with the revolving flat card. The machine is illustrated herewith.

The Pettie Machine Works were the first American builders of the revolving flat card, and the building of the improved railway head has naturally followed. Manufacturers that have used their machines claim that they are receiving better results in evenness and strength of yarn. It is the usual custom where railway heads are used to use them in place of a first process of drawing. The dimensions of the single railway head complete with back stop-motion, and coiler outside of pulleys is forty-three inches long by forty-four inches in width, and for a double railway head, that is, two heads on the same table, 78x44 inches.

The advantages pointed to in the use of the machine are increased doublings and

rolls are also arranged so that at every part of the revolution of the coiler the distance from the bite of the rolls to the centre of opening in coiler plate is the same, thus causing an even tension on the sliver, and not making a light and loose place in the strand of cotton at every revolution of coiler, as in other patterns of heads. This machine is thoroughly built; all of its parts interchangeable, and all bearing surfaces are planed or milled.

The following partial list of the mills using the Pettie heads testify to excellent results from same: Berkshire Cotton Manufacturing Co., Adams, Mass.; E. Jenckes Manufacturing Co., Pawtucket, R. I.; Skenandoa Cotton Co., Utica, N. Y.; Pembroke Mills, Suncook, N. H.; Amory Manufacturing Co., Manchester, N. H.; Simpson & Steele, Turnersville, N. C.; Sherman Seamless Bag Co., Sherman, Texas; Hamilton Woolen Co., Southbridge, Mass.; Linden Manufacturing Co., Davidson College, N. C.; Stanley Creek Cotton Mills, Stanley Creek, N. C.; Eagle & Phenix Manufacturing Co., Columbus, Ga.; Nims Manufacturing Co., Mt. Holly, N. C.; Red Bank Mills, Lexington, N. C.; Hargraves Mills, Fall River, Mass.; Atherton Mills, Charlotte, N. C.; Enterprise Mills, King's Mountain, N. C.; Columbian Manufactur-



IMPROVEMENT IN TEXTILE MACHINERY.

the use of the evener. On these machines manufacturers usually double eight to ten into one. The evener is of value, as the only work it has to do is compensating of the ordinary unevenness in the sliver caused by stripping cards, bunches, etc. It does not attempt to take care of the product of an entire card stopping, as is the case in the old-style railway head system with troughs. If a card sliver drops out this machine stops automatically.

The Pettie Machine Works have a number of patents on this head, which, it is considered, make it especially desirable. They present the following details and claims:

The patent claim evener, which has the cone-belt guide, moves back and forth on a shaft instead of a screw, avoiding any opportunity of "backlash," and is very sensitive and positive in its action.

Again, there is a dial on the top of the railway head table with an indicator showing the relative position of the evener belt on the cone, thus enabling the overseer to notice by a glance whether his sliver is running heavy or light.

Another patent is the arrangement of three calender rolls in front, which does away with the necessity of having calender rolls in the coiler head and saves one handling in piecing up at end. These calender

ing Co., Greenville, N. H.; Wilkes Barre Lace Manufacturing Co., Wilkes Barre, Pa.; Pineville Cotton Mills, Pineville, N. C.; Seaconnet Mills, Fall River, Mass.; Barlow & Thatcher Spinning Co., Henry Clay Factory, Del.; Mohawk Valley Cotton Mills, Utica, N. Y.; Fiskdale Mills, Fiskdale, Mass.; Columbia Manufacturing Co., Ramseur, N. C.; Slatersville Mills, Slatersville, R. I.; Courtenay Manufacturing Co., Seneca, S. C.; York Manufacturing Co., Saco, Me.; Stafford Manufacturing Co., Central Falls, R. I.; Wrenonah Cotton Mills, Lexington, N. C.; Anniston Cordage Co., Anniston, Ala.

The Pettie Company has furnished a large number of these heads with the patent metallic fluted rolls, and users state that the results obtained are very satisfactory. Further information as to the machine, also estimates and prices, will be furnished by the company upon application, or by the Charlotte Machine Co., Charlotte, N. C., which holds the exclusive agency for the makers in the Southern States.

EXTENSIVE repairs are being made on the docks at Brunswick, Ga.; pile-drivers and a large force of men are engaged. The Brunswick Terminal Co. is daily expecting two British steamships to load cotton and phosphate rock.



# CONSTRUCTION DEPARTMENT.

**WE PUBLISH**, every week, a list of every new factory, of whatever kind, projected anywhere in the South; every railroad undertaken, and every mining company organized. This information is always fresh, and, by enabling manufacturers to correspond with the projectors of such enterprises before their supplies of machinery have been purchased, is of great value. Manufacturers will find it to their interest to read this department carefully each week.

\*Means machinery is wanted, particulars of which will be found under the head of "Machinery Wanted."

✉ In correspondence relating to matters reported in this paper, it will be of advantage to all concerned if it is stated that the information was gained from the MANUFACTURERS' RECORD.

## ALABAMA.

**Huntsville—Furniture Factory.**—A stock company is being organized to erect a furniture factory. The Commercial Club can give information.

**Mobile—Stove Works.**—The Mobile Stove and Novelty Works has been organized with a capital stock of \$30,000, purchased site and will at once erect stove works. The directors of the company are Adam Glass (treasurer), A. H. Spira, E. E. Posey, T. S. Fry, William Edgar (president), William Stoutz (secretary) and J. Thompson.

**Mobile—Marine Ways.**—R. Middleton will construct large marine ways; to be completed by October next.

**Vernon—Telephone Line.**—T. J. Young is constructing a telephone line from Vernon to a point twelve miles distant.\*

## ARKANSAS.

**Little Rock—Increase Capital.**—The Rogers Lumber & Water Works Co. has increased its capital stock from \$12,000 to \$25,000.

## FLORIDA.

**Bartow—Foundry, etc.**—The establishment of a foundry and machine shop is talked of.

**Bartow—Printing and Publishing Works.**—The Polk County Printing Co. has been incorporated to publish the Courier-Informant, operate printing works, etc. E. W. Codrington is president; F. W. Inman, vice-president; B. B. Tatum, secretary-treasurer, and the capital stock is placed at \$500.

**Buffalo Bluff—Saw Mill.**—S. A. Baker, of Satsuma Heights, is erecting a saw mill at Buffalo Bluff.

**Carrabelle—Saw Mill.**—Beaty & Campbell (office in Tallahassee) are erecting a circular saw mill plant to cut 50,000 feet of yellow pine lumber daily.

**Chatterton (not a postoffice)—Saw Mill.**—The C. T. Sowden Manufacturing Co.'s lumber plant, recently noted, is now being built and will be completed in four months; office of company at Ocala.

**Fernandina—Creosote Works.**—The Fernandina Oil and Creosote Works are being put in order preparatory to resuming operations. B. T. Burchard is manager.

**Fort White—Saw Mill.**—T. J. Edwards and J. W. Stevenson have purchased site and will erect a saw mill; lumber railroad already constructed has also been purchased.

**Gulf City—Canning Factory.**—B. F. Moody, of Tampa, has organized a stock company to establish a canning factory at Gulf City.

**Interlachen—Saw and Shingle Mill.**—Mr. Young will erect a saw and shingle mill.

**Island Grove—Cigar Factory.**—Dyke & Lambert have started a cigar factory.

**Jacksonville—Road Improvements.**—Funds are being raised to construct a shell road to Pablo, \$4000 having already been secured. David Mitchell can be addressed.

**Jacksonville—Manufacturing, etc.**—A. B. Campbell, B. F. Manier, Jr., J. W. Lane and others have incorporated the A. B. Campbell Co. to manufacture and deal in musical instruments. The capital stock is \$110,000, of which \$50,000 is paid in.

**Madison—Water Works.**—Plans and specifications are being prepared for a system of water works to be built by the city. C. B. Ashley can be addressed.

**Ocala—Electric Plant.**—The Ocala Electric Light

& Power Co. has applied for a charter, the incorporators being John A. Bishop, H. L. Anderson and C. Thalheim. Its purposes are to operate electric-light and power plants; capital stock \$25,000.

**Palatka—Telephone Line.**—The Palatka Telephone Co. has been incorporated to construct a telephone system with an authorized capital stock of \$10,000. Marcus Loeb is president; George Mundee, secretary, and B. L. Lilienthal, treasurer.

**Palatka—Machine Works.**—A report says that works will be built for making orange-sizing machines. E. N. Maull can give information.

**Quincy—Water Works.**—The proposed water works, noted last week, will be in operation in the near future by a \$10,000 stock company which is to be organized. The Owl Cigar Co. will own half of the stock, and water is to be supplied from its artesian well, using its engine and tank.

**Sponge Harbor—Sponge Works.**—The Anclote & Rock Island Sponge Co. will shortly begin the erection of wharves and sponge-packing warehouses.

**Tampa—Tannery.**—W. J. Pierce, E. A. Peterson and J. H. Pierce have organized the South Florida Tanning Co. for the purpose of tanning leather with palmetto root. A site of 120 acres of land has been purchased.

**White City (P. O. Ankona)—Hemp Cultivation.**—A stock company will be organized with a capital stock of \$250,000 for the purpose of cultivating sisal hemp. P. G. Meyer can give information.

## GEORGIA.

**Atlanta—Manufacturing, etc.**—The Land Trust Co. has been incorporated, and among its purposes is to aid in and operate manufacturing plants, etc. G. V. Gress, John S. Candler, J. L. Hamilton, Jr., Frank Eastman and C. J. Haden are the incorporators; capital stock \$100,000.

**Atlanta—Brick and Terra-cotta Works.**—V. H. Kriegshaber, A. Solms and C. Baertschy have incorporated the Atlanta Terra Cotta Co. to manufacture and sell terra-cotta, brick, etc. The capital stock is placed at \$12,000, with privilege of increasing to \$50,000.

**Dahlonega—Gold Mining.**—Christian Wahl and M. G. Boyd have purchased gold lands near Dahlonega, and will open mines.

**Dixie—Variety Works, etc.**—Hannan & Clark are erecting new buildings to accommodate their variety works, saw and grist mills.

**Madison—New Machinery.**—The Georgia Farmers' Oil & Fertilizer Co. contemplates putting in its mill new hullers and hydraulic pumps.

**Savannah—Land Company.**—C. H. Willcox, H. D. Stevens, J. M. Lang, C. G. Beil and others have incorporated the Twelfth Street Land Co. with a capital stock of \$18,000.

**Savannah—Real Estate, etc.**—H. T. Moore, Chas. F. Graham and R. S. Mell have incorporated the West Side Home Building Co. to deal in real estate, etc.; capital stock is placed at \$200,000, \$24,500 of which is paid in.

**Savannah—Plating Works.**—Connecticut parties are said to contemplate establishing plating works in Savannah.

**White Hall—New Looms.**—The Georgia Manufacturing Co. intends in the near future to add 128 looms to its cotton mill.

## KENTUCKY.

**Lancaster—Water Works.**—The Lancaster Ice, Light & Water Co., which recently obtained franchise, is about to prepare for the construction of its water works. Artesian wells will furnish supply.\*

**Louisville—Foundry.**—The Fischer-Leaf Co. doubtless intends to rebuild its burned foundry, as the plant was fully insured.

**Louisville—Tannery.**—E. P. Mooney & Co. have rebuilt their tannery recently destroyed by fire.

**Louisville—Vinegar Factory.**—R. M. Hughes & Co. are erecting building to be used for vinegar factory.

**Manchester—Grist and Saw Mill.**—M. V. Croft contemplates erecting saw and grist mills.\*

**Morganfield—Water Works.**—Sanders & Porter, of Louisville, will prepare plans and specifications for the water works to be built by the city, and superintend its construction. Construction will be let to contract.

**Uniontown—Coal Mines.**—Louisville and Philadelphia (Pa.) parties will reopen the Highland coal mines near Uniontown, which have been idle since the war. A four-foot vein will be worked.

## LOUISIANA.

**Baton Rouge—Sugar Refinery.**—The erection of a sugar refinery is proposed, and Deming & Webb are endeavoring to complete arrangements for it.

**Carencro—Sugar Refinery.**—The members of the

Sugar Planters' Association have organized the Carencro Sugar Refining Co. for the purpose of erecting a sugar refinery at once.

**New Orleans—Canning Factory.**—The Young Men's Business League has arranged with a Mr. Dunbar, of St. Louis, Mo., for the erection of a canning factory in New Orleans.

**New Orleans—Hosiery Mill.**—J. Pickles has engaged in the manufacture of cotton hosiery.

**New Orleans—Mercantile.**—The Orr & Laubheimer Co., Limited, has been incorporated for general trading purposes. Christian P. Laubheimer is president; Simon Steinhardt, vice president, and Alex. B. Orr, secretary; capital stock \$300,000.

## MARYLAND.

**Baltimore—Heating Apparatus.**—The Baltimore Heating Co. has been incorporated to deal in all kinds of heating apparatus. The incorporators are John J. Kelly, Patrick Flanagan, John Trainor, Louis Becker and Duane B. Van Buren; capital stock \$5000.

**Baltimore—Land, Immigration, etc.**—A charter has been granted under Virginia laws to the Southern Immigration, Land & Title Co., its purpose being to promote immigration, open land for settlement, handle mineral and timber lands, etc. Hon. Chauncey F. Black, of Pennsylvania, is president, and Julian S. Carr, of North Carolina, and M. Erskine Miller, of Virginia, vice-presidents. A. A. Arthur is general manager. Office of company, in Manufacturers' Record Building, Baltimore. Capital stock \$300,000.

**Baltimore—Live-stock.**—John N. Foss, John H. Foss, William Mohr, John N. Vieweg and George Scheirer have incorporated the East Baltimore Live Stock Co. to deal in live-stock. The capital stock is \$5000.

**Baltimore—Lumber.**—A. H. Hall, H. K. McCay, T. H. Ganther, Jr., William Assheton, of Baltimore; Robert F. Whitmer, of Philadelphia, Pa., and Howard L. Washburn have incorporated the Interstate Lumber Co. with a capital stock of \$11,000.

**Crisfield—Grist Mill, etc.**—The Crisfield Milling Co., recently chartered by the legislature, has organized with Clarence Hodson, president; James A. Stevens, secretary, and George W. Long, treasurer. The company will conduct a grist mill, flour and wood business. Capital stock placed at \$10,000.

**Port Deposit—Quarries.**—McClanahan Bros. have organized a stock company to continue the operation of their granite quarries. R. E. McClanahan is president and treasurer; Jno. M. McClanahan, vice-president, and Edward T. Dorcus, secretary.

**Salisbury—Telephone System.**—A company has been organized to equip a telephone system. W. B. Miller can give information.

**Taneytown—Publishing.**—The Carroll Record Printing & Publishing Co. has been organized to publish a newspaper. W. J. Roberts is president; G. T. Motter, vice-president, and H. M. Claiborne, secretary.

**Towson—Water Works.**—The Towson Water Co. is about to arrange for laying mains from the Aigburth Park artesian well to Towson for a water supply.

## MISSISSIPPI.

**Hartman—Grist Mill and Gin.**—Daniel Hickman is as yet undecided as to whether he will rebuild his burned grist mill and gin.

**Meridian—Oil Mill and Refinery.**—E. Chan, of Columbus, Ohio, and associates will erect in Meridian a cottonseed-oil mill of 100 tons daily capacity, to employ sixty workmen, with refinery attached. Site has been purchased for \$5250. Work on the necessary buildings will be commenced at once, and the plant is expected to be completed by next September. The location of the new industry was secured by the Young Men's Business League.

**Tupelo—Canning Factory.**—The Tupelo Canning Co. probably intends to rebuild its burned factory.

**Vicksburg—Electric-power Plant.**—It is reported that an electric-power plant will be built for the Vicksburg Electric Transit & Lighting Co.

**West Point—Electric-light Plant.**—The citizens are endeavoring to induce the city council to erect an electric light plant. For information address the Young Men's Business League.

## MISSOURI.

**Kansas City.**—The Kansas City Diversion Co. of Kansas City has been incorporated with a capital of \$2000 by W. H. Holmes, D. B. Holmes and W. B. Clarke.

**Moberly—Brick Works.**—It is reported that a \$100,000 brick-manufacturing plant will be built.

**St. Louis—Commission Company.**—The Goddard, Hall & Sheridan Commission Co. has been incorporated with a capital of \$15,000, all paid. Leroy

A. Goddard, Chicago; John G. Sheridan, John E. Hall and Frank Millsbaugh are the incorporators.

**St. Louis—Electric Company.**—The Western Electric Accumulator Co. has been incorporated with a capital of \$10,000, half paid. The shareholders are Herman Mensendick, Joseph Furz, George B. Riches, Emil Brown and Paul H. Bierman.

**St. Louis—Elevator.**—The Southwestern Elevator Co. has been incorporated with a paid in capital of \$25,000 by Chas. F. Orthwein, Charles Huber and Chas. C. Orthwein.

**St. Louis—Medicine Factory.**—The J. H. McLean Medicine Co. will erect a new factory building three stories high, 36x135 feet, with all the latest improvements at a cost of \$50,000.

**St. Louis—Mills.**—A certificate of incorporation has been issued to the Oak Ridge Milling Co. of St. Louis; capital \$10,000; incorporators, Peter W. Hinkle, R. C. Chippard, F. M. Ballinger and others.

**Webb City—Lead and Zinc Mines.**—M. L. Harden has about completed his new mining plant on the Hough land at a cost of \$6000.

## NORTH CAROLINA.

**Concord—Flour Mill.**—R. M. Blackwelder & Sons have completed their flour mill, but may make additions in the near future.\*

**Concord—Gold Mines.**—Church & Mahone have obtained a bond on the Newell mine, in Cabarrus county, and will at once put in machinery to develop same. Church & Mahone are said to be agents for Wm. Mahone, of Petersburg, Va., and Jno. P. Jones, of Gold Hill, Neb., both members of Congress.

**Concord—New Machinery.**—G. T. Crowell will add grain cleaning machinery to his flour mill.

**Faith—Granite Quarry.**—J. T. Wyatt has purchased the old Shaping quarry near Faith, and will develop it.

**Halifax—Furniture Factory.**—The establishment of a furniture and coffin factory is talked of. Hale Bros. can give information.\*

**Mt. Airy—Tobacco Factory.**—L. W. Ashby's Sons have leased building and will engage in the manufacture of plug tobacco.

**Sanford—Stone Quarry.**—The new company developing the Rackle stone quarry, and fully noted last week, is known as the Aldrick Stone Co.

**Weldon—Cotton Factory, Oil Mill, etc.**—New York parties are said to propose the erection of a cotton mill, cottonseed-oil mill and knitting mill on the new canal just completed near Weldon.

## SOUTH CAROLINA.

**Aiken—Water Works.**—Contract for the construction of the water works recently noted has been let to Walton & Wagner, of Rome, Ga., at \$25,399.75.

**Greenville—Machine Works.**—W. H. Badley is building machine works, and will shortly commence operations.\*

**Greenwood—Ginnery.**—The Greenwood Oil Co. is building a ginnery, as reported last week, and machinery has been bought for a complete Northington-Munger Pratt system, consisting of eight 70 saw gins with handling and cleaning apparatus.\*

**Liberty—Oil Mill.**—The citizens will endeavor to organize a stock company to be known as the Liberty Cottonseed Oil Co. for the purpose of erecting a cottonseed-oil mill. W. O. Willard can be addressed for information.\*

**Pacolet—Granite Quarry.**—A Mr. Johnson will extensively develop the granite quarry near Pacolet formerly owned by Major McDowell.

**Rock Hill—Mercantile.**—A. R. Smith and John Gelzer have incorporated the Rock Hill Hardware Co. for mercantile purposes; capital stock \$10,000.

**Walhalla—Water Works.**—The construction of a water supply is talked of. The mayor can be addressed.

## TENNESSEE.

**Chattanooga—Manufacturing.**—Charles J. Gustafson intends to engage in the manufacture of several street railway improvements which he has invented.

**Chattanooga—Steam Laundry.**—T. L. De Pue and Charles Forstner have equipped a steam laundry.

**Clarksville—Electric-light Plant.**—St. Louis (Mo.) parties will purchase the Clarksville Electric Light Co.'s plant and continue it in operation. Ten thousand dollars will be expended for new machinery.

**Dunlap—Saw Mill.**—L. W. Cordell and Joseph Hudson have located a saw mill.

**Erwin—Manganese Mines.**—Dent & Jackson, of Embreeville, have closed a deal for the W. S. Tucker manganese ore deposits two miles from Erwin. Developments will be started at once.



**Erwin—Distillery.**—J. A. McNabb has built a corn-whiskey distillery.

**Erwin—Iron Mines, etc.**—Mr. Kloman is opening iron mines near Erwin, and may also develop manganese deposits on J. F. Toney's land.

**Erwin—Saw Mill, etc.**—George D. Miles and Martin White, of Chicago, Ill., have purchased a tract of timber land in Tennessee containing 200,000,000 feet of lumber, and they intend to erect saw mill at Erwin for cutting the timber.

**Knoxville—Telephone Line.**—The East Tennessee Telephone Co. will construct a line to Chattanooga.

**Mossy Creek—Creamery.**—A creamery will be built.

**South Pittsburg—Iron Furnace.**—The Tennessee Coal, Iron & Railroad Co. has blown out No. 3 furnace on account of shortness of coke. While idle needed repairs and improvements will be made.

**South Pittsburg—Manufacturing.**—T. R. Hackworth & Co. will engage in the manufacture of a patent fire-alarm.

#### TEXAS.

**Austin—Improvements.**—Philip Stein, C. G. Caldwell, Henry Hutchins, Jno. T. Smith and others have incorporated the Lakeside Improvement Co. with a capital stock of \$10,000.

**Beaumont—Grist and Rice Mill.**—The Beaumont Rice and Grist Mills have been erected and completed this year, with the best and most improved machinery for cleaning and polishing rice.

**Bowie—Water Works, etc.**—The city has contracted for the construction of a system of water works, work to begin within thirty days, and to be completed within six months. The contractors also have privilege of erecting ice factory and electric light plant. Address the mayor.

**Corsicana—Cannery and Woodworking Factory.**—The Commercial Club is endeavoring to secure the location of a canning factory and a woodworking plant.

**Dallas—New Industries.**—The Commercial Club has under consideration propositions for the location of cotton mill and dye works, rolling mills, cotton batting factory, picking-house and others. Address the secretary.

**Hearne—Cotton Compress.**—Bryan Heard of Taylor, will erect a 90 inch Morse cotton compress at Hearne to employ forty men.

**Houston Heights (P. O. Houston)—New Machinery, etc.**—W. A. Arey, of Wichita, Kans., has purchased the Houston Heights Spring Bed and Mattress Factory, and will operate same. From \$10,000 to \$15,000 worth of new machinery will be put in.

**Llano.**—George T. Malone, S. Duncan and F. R. Malone have incorporated the Malone Co. with a capital stock of \$10,000.

**Menardville—Manufacturing, etc.**—F. M. Kitchen, J. L. Alexander and William Menz'e have incorporated the Kitchen Irrigation & Manufacturing Co. with a capital of \$2000.

**Nursery—Bridge.**—The county commissioners will construct a bridge across the Guadalupe river.

**Palestine—Telephone System.**—L. C. Ketcham has petitioned the city council for franchise to construct a telephone system.

**Pearsall—Artesian Well.**—The Keystone Land & Cattle Co., of Pearsall, Texas, and Muscatine, Iowa, is sinking an artesian well.

**San Antonio—Bridges.**—The commissioners of Bexar county have authorized the issuance of \$60,000 in bonds for the construction of bridges. Address the county commissioners.

**San Antonio—Machine Shops.**—The San Antonio & Gulf Shore Railroad Co. will locate machine shops and general offices at San Antonio.

**Taylor—Cotton Compress.**—Bryan Heard will erect a 95-inch Morse cotton compress to employ fifty-five men.

**Velasco—Compress and Cannery.**—The Board of Trade has been organized and will endeavor to locate a canning factory and cotton compress, and, if necessary, will assist in establishing same.

**Victoria—Electric-light Plant.**—The city will probably issue bonds to erect the electric-light plant talked of last week. John S. Munn, mayor.

#### VIRGINIA.

**Alexandria—Creamery, etc.**—A charter has been granted to the Central Creamery & Cold Storage Co. for the purpose of conducting a general creamery and cold-storage business. The capital stock is to be not less than \$500,000 nor more than \$1,000,000.

**Arch Mills—Canning Factory.**—T. B. Obenshain & Bros. are preparing to start a factory for canning tomatoes.

**Charlottesville—Sewers.**—The city will soon commence work on its proposed new sewers. Address the mayor.

**Chase City—Brick Works.**—John Fair has recently established brick works.

**Fredericksburg—Keg Factory.**—A. P. Rowe, mayor, is in correspondence with a Detroit (Mich.) company which contemplates establishing keg works in the South.

**New Castle—Flour Mill.**—Plans are afoot for the erection of a roller flour mill. Samuel Bruffy can give information.

**Petersburg—New Machinery.**—The Pocahontas Cotton Manufacturing Co. is said to be adding \$10,000 worth of new machinery to its cotton mill.

**Suffolk—Telephone Line.**—The Nansemond Telephone Co., recently noted as organized, has given the contract for building and equipping its lines to W. N. McAnge & Co., who will begin work at once.

#### WEST VIRGINIA.

**Elk City—Street Improvements.**—The city will hold an election for the purpose of considering an issuance of \$15,000 in bonds for street improvements. John C. Thomas, mayor.

**Hendricks—Tannery.**—New York parties are reported as to build a tannery at Hendricks. Site of 200 acres is said to have been purchased.

**Parsons—Lumber Plant.**—The Bretz Lumber Co.'s plant, near Parsons, is about to resume after seven month's idleness; 100 men will be employed.

**Sutton—Woodworking Plant.**—A. H. Kunst, of Weston, has sold to a company 800 acres of land near Sutton, on which a large woodworking plant will be built.

**Weston—Brick Works.**—William Roberts, of Pickens, may establish brick works at Weston.

**Weston—Water Works.**—G. A. McCormick, Robert Umbel and others, of Uniontown, Pa., have incorporated the Weston Water Works Co. to construct a system of water works at Weston. The capital stock is \$40,000.

**Wheeling—Telephone Lines.**—J. J. Woods, W. D. Johnson, W. H. Higgins, J. B. Somerville and Charles Selden, of Baltimore, Md., have applied for a charter for the People's Telephone & Construction Co. with a capital stock of \$100,000. Its purpose is to construct telephone lines, etc.

#### BURNED.

**Anniston, Ala.**—The Noble Institute; loss \$25,000.

**Baltimore, Md.**—Machinery, tools and stock in Lerch Bros.' harness factory damaged to extent of about \$5000.

**Bowers, Texas.**—W. T. Carter & Bros.' dry-kiln.

**Charleston, S. C.**—The main building of Clemson College, at Fort Hill; loss \$50,000.

**Griffin, Ga.**—B. P. Blanton & Co.'s iron foundry; loss \$25,000.

**Louisville, Ky.**—The Fischer-Leaf Co.'s foundry; loss \$10,000.

**Pratt City, Ala.**—The Masonic Hall.

**San Saba, Texas.**—The Dafflemeyer Hotel.

**Tupelo, Miss.**—The Tupelo Canning Co.'s factory.

**Vernon, Texas.**—The Logan Opera House and other buildings; loss \$40,000.

#### BUILDING NOTES.

**Abingdon, Va.**—Orphanage.—The Grand Lodge of Virginia Odd Fellows will erect an orphanage.

**Anniston, Ala.**—Institute.—The Noble Institute burned on the 20th inst. will be rebuilt at once; probable cost \$25,000.

**Ashland, Ky.**—Residence.—Cook Menas will erect a two story residence with all modern improvements to cost \$6500. S. F. Hoard, of Ceredo, prepared plans, and Ross Bros., at Kenova, have contract to build.

**Ashland, Ky.**—School.—The school board is receiving plans for a \$40,000 public school building to be erected this season.

**Atlanta, Ga.**—Cathedral.—The cathedral committee of the Diocese of the Episcopal Church, which met at Griffin on May 17, recommends the building of a cathedral in Atlanta.

**Baltimore, Md.**—Warehouse.—Edward Pope has let contract to George Bunnecke & Sons at \$9000 for the erection of a three-story store and warehouse.

**Baltimore, Md.**—School.—The sum of \$40,000 will be expended in repairing and improving the State Normal School buildings and erecting a three-story annex. Jackson C. Gott will prepare plans and specifications for the annex. Address Prof. E. B. Prettyman.

**Baltimore, Md.**—Chapel.—The North Baltimore Methodist Protestant congregation will erect a granite chapel to cost \$15,000. Address Rev. J. M. Gill.

**Baltimore, Md.**—Rectory.—The congregation of Holy Innocents Episcopal Church intends to erect a rectory at a cost of about \$5000 and bids are now being received. Rev. John H. Logie, pastor.

**Bartow, Fla.**—Church.—It is said that the Baptists will erect a costly brick and stone church. Rev. C. H. Nash can give information.

**Biloxi, Miss.**—City Hall.—Sealed proposals for building the \$15,000 city hall reported last week will be received until June 5. Address John A. Bousquet, mayor.

**Chesapeake Beach (not a postoffice), Md.**—Hotel. It is said that Kohl & Bro., of Germantown, Pa.,

have contract to erect a hotel at Chesapeake Beach. The Washington & Chesapeake Beach Railway Co., Washington, Danenhower, general manager, Washington, D. C., can be addressed.

**Cloverport, Ky.**—Church.—The \$10,000 edifice to be built for St. Rose's Catholic Church has been contracted for to James M. Lewis. M. F. Mowbray, of Louisville, prepared the plans.

**Columbia, S. C.**—Church.—The Ladson Presbyterian Church will erect a new edifice to cost about \$8000. Address the pastor.

**Columbia, S. C.**—School.—Niernsee & La Motte are architects for improvements and enlargements to be made to a Sunday-school building.

**Columbus, Ga.**—Academy.—Lo kwood Bros. have prepared plans for remodeling St. Joseph's Academy at a cost of \$5000; contract has been let.

**Davis, W. Va.**—Bank Building.—The Davis National Bank has purchased and will remodel the Davis Bank building.

**De Land, Fla.**—Hotel.—Enlargements will be made to the Parceland Hotel at a cost of \$15,000.

**Eden, Fla.**—Hotel.—A hotel of fifty rooms will be built. Address G. Loutrel for information.

**Ellicott City, Md.**—Hotel.—The North Laurel Park Co. is arranging for the erection of a hotel on its property.

**Fernandina, Fla.**—Depot.—A new depot to cost \$5000 will be built. E. D. Lukenbile can be addressed.

**Fort Worth, Texas.**—Hotel.—The Texas Freehold & Improvement Co. will expend \$150,000 in erecting the hotel recently reported. The building will be five stories high, 200 feet front and contain 100 rooms.

**Galveston, Texas.**—Church.—J. P. Bowen will receive plans until May 28 for the new edifice for Grace Episcopal Church noted last week. The building is to have a seating capacity of from 400 to 450 persons and cost approximately \$25,000.

**Georgetown, Texas.**—School.—The city council has passed an ordinance authorizing a bond issuance of \$21,000 for buying a site and erecting schoolhouse. Address the mayor.

**Harrisonburg, Va.**—Jail.—Bids for the erection of a jail and jailor's residence will be received until May 31. Address D. N. Washington, board of supervisors.

**Houston, Texas.**—Church.—Contract has been let to Clark & Co., of Galveston, at \$50,000 for the erection of the new edifice for the First Presbyterian Church of Houston.

**Jacksonville, Fla.**—Dwelling.—A. E. McClure has prepared plans for a \$4000 residence to be built for Timothy Murphy.

**Jacksonville, Fla.**—Dwelling.—Mr. Boden has contract to erect a \$5000 residence for Bishop Weed.

**Kansas City, Mo.**—Barn.—The Kansas City Stock Yards Co. will erect a brick mule barn two stories high, concrete and cement floors, best modern fittings, etc., at a cost of \$12,000.

**Karnes City, Texas.**—Courthouse.—The commissioners' court has awarded contract to John Cornack for the erection of a courthouse to cost \$43,000.

**Keyser, W. Va.**—Hall, etc.—The hall recently noted as to be built by the Knights of Pythias will cost \$10,000. Site has been secured and work on the building will soon commence.

**Lampasas, Texas.**—School.—J. W. Townsen, mayor, will receive bids until June 1 for the erection of a two-story and basement stone school building. Bond for \$10,000 will be needed by contractor.

**Little Rock, Ark.**—Hotel.—The Van Buren Hotel Co., of Van Buren, Ark., has been organized with a capital stock of \$30,000, \$16,000 of which has been subscribed. F. G. Kerr is president; W. T. Merrell, vice president; R. P. Allen, secretary, and R. E. Brown, treasurer.

**Louisville, Ky.**—The Home Investment Co. has obtained permit to erect a two-and-one-half-story brick building at a cost of \$4500.

**McKinney, Texas.**—Church.—The Methodists of the city have about decided to erect a church to cost \$10,000.

**Newberry, S. C.**—Dwelling.—B. C. Matthews will erect a dwelling to cost \$8000; Niernsee & La Motte, of Columbia, architects.

**New Orleans, La.**—Hall Building.—Valentine Merz has obtained permit to erect a three-story hall building to cost \$25,000. Site has been purchased.

**New Orleans, La.**—Hotels.—R. E. Rivers, lessee of the St. Charles Hotel, recently burned, has purchased the Pickwick Clubhouse and site for \$140,000, and will convert the building into a first-class hotel. Mr. Rivers is also expending \$50,000 on thorough improvements to the Hotel Royal.

**Quitman, Ga.**—Church.—Lockwood Bros., of Columbus, have prepared plans for a Methodist Episcopal church building to be erected in Quitman; building will cost \$8000.

**Riverside, Fla.**—Dwelling.—John E. Hartridge will erect a residence to cost \$6000. Plans are being prepared.

**Sponge Harbor, Fla.**—Warehouse.—E. J. Arapian will erect a two-story warehouse 40x120 feet.

**St. Louis, Mo.**—Building permits have been

issued to the United Realty Co. to build a store and office building on Market street, between Seventeenth and Eighteenth streets, at a cost of \$13,250, and to C. K. Graves to erect a dwelling on West Pine boulevard, between Newstead and Taylor avenues, at a cost of \$10,000.

**St. Louis, Mo.**—Hotels, etc.—Thomas Ely will erect a \$20,000 hotel; P. F. Meagher & Son, architects. S. A. Bayless will erect a three-story hotel, with all modern improvements; J. B. Legg, architect. F. A. Drew will erect a \$30,500 residence; Barnett, Haynes & Barnett, architects. F. D. Hirschburg will erect a \$20,000 residence; Barnett, Haynes & Barnett, architects. A. D. Cunningham will erect a \$10,000 residence; Barnett, Haynes & Barnett, architects. Paulus Gast will erect a \$5000 hall building; N. H. Melcher, architect. Miss Julia Gartside, 825 North Ewing avenue, will erect a \$20,000 store and flat building. Lewis J. Lippelt will erect a \$8000 store and flat building; A. Monschein, architect.

**St. Louis, Mo.**—Orphanage.—The Grand Lodge I. O. O. F. has decided either to erect an orphanage or purchase buildings suitable for such a purpose. Address the secretary of the lodge.

**St. Louis, Mo.**—Dwellings, etc.—G. Menkum has let contract for a two-story brick store to cost \$4600, H. Lionbergur for a two-and-a-half story dwelling to cost \$7000, J. Trautman for a four-story dwelling to cost \$11,600 and J. N. Drew for a three-story dwelling to cost \$20,500.

**St. Louis, Mo.**—Office Building.—Hackney & Smith are preparing plans for a store and office building to be built for C. E. Schoellkopf at a cost of \$50,000. The building will be four stories high, 48x110 feet, with freight and passenger elevators and other modern improvements.

**Temple, Texas.**—School.—Plans will be received until June 1 for a public school building to cost not more than \$22,000. Address Bentley and Cole, committee on school.

**Unaka Springs, Tenn.**—Hotel.—A. V. Deadrick, of Erwin, intends to build a hotel at Unaka Springs.

**Victoria, Texas.**—City Hall, etc.—The city council has appointed a committee on ways and means to build a city hall and market-house. John S. Munn, mayor.

**Washington, D. C.**—Dwellings.—C. L. Harding has prepared plans for five three story dwellings to be built for Theo. A. Harding at a cost of \$35,000.

**Washington, D. C.**—Dwelling.—Herbert, Fleming & Dulaney, trustees, have obtained permit to erect a four-story brick apartment-house to cost \$25,000.

**Ybor City (P. O. Tampa), Fla.**—Clubhouse.—Plans are now being prepared for the proposed Metropolitan Clubhouse; its cost is to be \$30,000.

#### RAILROAD CONSTRUCTION.

##### Railroads.

**Aransas Pass, Texas.**—The Southwest Texas Plant & Seed Co. intends building a branch line of railroad to connect its property with the San Antonio & Aransas Pass Railroad.

**Bald Knob, Ark.**—Surveys are now being made for the Memphis, Heber Springs & Northwest Arkansas Railway. It is projected from Bald Knob to Heber, Ark., a distance of thirty-two miles. The company will soon be ready to receive bids from contractors for construction work. Address J. R. B. Moore, president, at Heber, Ark.

**Belington, W. Va.**—The Buckhannon, Tygart's Valley & Point Pleasant Railroad Co. is expected to commence work soon on its railroad from Belington to Buckhannon, a distance of eighteen miles.

**Charleston, W. Va.**—The Charleston, Clendenin & Sutton Railroad Co. is making financial arrangements for the completion of its railroad.

**Darien, Ga.**—The Darien & Western Railroad Co. has been incorporated to complete the Darien Short Line Railroad. The latter was chartered in 1885, and, after going into the hands of a receiver, was purchased by W. F. Cochran, George D. McKay and Waldo G. Morse, of Yonkers, N. Y. Associated with the purchasers in the new company are James Walker, Richard W. Grubb, H. S. Ravenel and George E. Atwood, of Darien. The capital stock is \$200,000.

**De Land, Fla.**—John B. Stetson intends building two miles of narrow gauge railroad to his packing-house, but has not as yet awarded contracts.

**Eagle Pass, Texas.**—The Oklahoma Railroad Co. has been chartered with offices at Arkansas City, Kans. The company is formed to construct a railroad from Arkansas City, Kans., through Oklahoma to Eagle Pass. The directors are H. Stout and L. F. Hoops, Arkansas City, Kans.; C. M. Bay, Kingman, Kans.; S. Parker, New York city; W. N. Brayton and G. V. O'Neal, Parker, I. T., and C. M. McClellan, Tulala, I. T. The capital stock is \$1,500,000.

**Elkins, W. Va.**—The West Virginia Central & Pittsburg Railroad Co. is reported as about to commence surveys for the extension of its road



from Elkins to a connection with the Chesapeake & Ohio near the Virginia State line.

**Elkton, Md.**—The Elkton & Southern Railroad Co. will open subscription books to its capital stock at Elkton on June 20. A survey of its proposed line has been ordered. The road is projected from Childs, on the Baltimore & Eastern Shore Railroad, via Elkton, Chesapeake City, St. Augustine, Cecilton, Fredericktown and Galena to Lambson's, on the Baltimore & Delaware Bay Railroad. This road would furnish the connecting link in the through line traversing the Eastern Shore of Maryland which is planned by the Baltimore & Ohio and Jersey Central systems, as published in the last issue of the MANUFACTURERS' RECORD. The company has a capital stock of \$350,000.

**Hendricks, W. Va.**—The Dry Forks Railroad, which is being built from Hendricks to Harman, a distance of about twenty-five miles, has about ten miles of track now laid. J. W. Moore, Jr., is engineer in charge of the construction.

**Hinton, W. Va.**—J. W. McCreary, president of the Hinton & New River Railroad, has finished a tour of inspection over the proposed route, and it is likely that something will now be done towards building the road.

**Houston, Texas.**—M. G. Howe, general manager of the Houston, East & West Texas Railroad, writes that it is expected to change the gage of that road some time in August. The line extends from Houston to Shreveport, La., a distance of 232 miles.

**Little Rock, Ark.**—Robert W. Worthen and Zeb Ward have submitted a proposition to the Commercial League to complete the Mississippi & Little Rock Railroad from Aberdeen to Little Rock, provided the league will place \$50,000 of the first-mortgage bonds of the road.

**New Orleans, La.**—The ordinance granting C. B. Fisher and associates authority to build a belt railroad has been signed by the mayor.

**New Orleans, La.**—The East Louisiana Railroad Co. has leased the Spanish Fort Railroad and will build an extension to connect with that road.

**Pickens, S. C.**—Burkhalter, Grandy & Burkhalter, contractors for building the Pickens & Easley Railroad, will soon commence tracklaying. The road will be nine miles long.

**Port Bolivar, Texas.**—The Gulf & Interstate Railway Co. has been chartered by C. J. Jones, of Perry, O. T.; L. E. Steele, of Galveston; N. C. Jones, of Garden City, Kans.; H. L. McWilliams, of Houston; A. J. Johnson and others. The road is to run from Port Bolivar through Galveston, Chambers and Liberty county to a point on the Southern Pacific Railroad between Denver and Raywood. The capital stock is \$2,000,000.

**St. Albans, W. Va.**—The project to build a railroad from St. Albans up Big Coal river to Peytona and up Little Coal river to Madison has been revived, and a proposition from J. S. Casement to commence building the road by August 1 has been accepted by land owners along the route.

**Van Horn, Texas.**—The Rio Grande Northern Railroad Co. will, it is stated, soon close contracts for building its railroad from Chispa, on the Southern Pacific, to the San Carlos coal mines near Van Horn, a distance of twenty-six miles. The San Carlos Coal Co., of 116 Fourth avenue, Pittsburg, Pa., is back of the enterprise. G. N. Marshall is engineer in charge.

**Wills Point, Texas.**—T. J. McKain is arranging for the building of a railroad from Wills Point via Myrtle Springs to Athens.

#### Electric Railways.

**Lancaster, Ky.**—A company has been formed to build an electrical railroad from Lancaster to Nicholasville, a distance of twenty-two miles. Fred Balcom can be addressed.

**Memphis, Tenn.**—The Citizens' Street Railroad Co. has made preliminary surveys for an electrical railroad to Birmingham, but has not settled definitely when to build such a line.

**Vicksburg, Miss.**—The Vicksburg Electric Transit & Lighting Co. expects to begin work shortly on its electrical railroad.

AMONG the recent shipments made by the Metallic Drawing Roll Co., of Indian Orchard, Mass., were eighty-eight deliveries of metallic rolls for the Weetamoe Mills, Fall River, Mass.; twelve railway-heads to John P. King Manufacturing Co., Augusta, Ga.; ten railway-heads to the Graniteville Manufacturing Co., Graniteville S. C.; forty-eight deliveries of drawing for the Exeter Manufacturing Co., Exeter, N. H., for Atherton frames; fifteen deliveries drawing for the Pacolet Manufacturing Co., Pacolet, S. C.; twenty-five deliveries drawing for the Derby Cotton Mills, Shelton, Conn.; sixty deliveries to the Erwin Cotton Mills, Durham, N. C., for Whittin frames; also a large number of rolls for other mills, including the Ada Cotton Mills, Charlotte, N. C.; Overland Cotton Mills, Overland, Col.; William E. Hooper & Sons, Baltimore, Md.; Mt. Vernon Co., Baltimore, Md.; Victoria Mills, Newburyport, Mass.; Swift Manufacturing Co., Columbus, Ga.; Berkeley Mills, Berkeley, R. I.

#### MACHINERY WANTED.

Manufacturers and others in need of machinery of any kind are requested to consult our advertising columns, and if they cannot find just what they wish, if they will send us particulars as to the kind of machinery needed we will make their wants known free of cost, and in this way secure the attention of machinery manufacturers throughout the country. The MANUFACTURERS' RECORD has received during the week the following particulars as to machinery that is wanted.

**Bicycle.**—Jos. M. Reel, Reelsboro, N. C., wants a safety bicycle at low rates.

**Boiler.**—The Hecla Coal Co., Earlington, Ky., wants one 125 horse-power tubular boiler with 60-foot stack and everything complete f. o. b. Earlington.

**Boiler and Engine.**—J. E. Summers, Clifton Forge, Va., wants to buy a fifty to 100 horse-power boiler and engine (second hand preferred).

**Boiler and Engine Supplies.**—R. M. Blackwelder & Sons, Concord, N. C., may want boiler and engine supplies.

**Boilers and Engines.**—See "drilling equipment."

**Boring Machine.**—Brown & Garber, 494 Louisiana avenue, Washington, D. C., want a machine to bore a two-and-a-half-inch hole lengthways through 4x4-inch yellow pine pieces about eight feet long.

**Car.**—Poulterer & Co., 26 Bullitt Building, Philadelphia, Pa., want a second-hand combination or passenger coach, broad gage.

**Coal Screens.**—The Mountain Valley Coal & Coke Co., Oakman, Ala., will buy coal screens.

**Cottonseed-cleaner.**—J. E. De Bruyn, Termonde, France, wants a machine to clean cottonseed, so that the small particles of cotton remaining after the removal, operated in the country of export, may be put off.

**Crusher and Pulverizer.**—J. E. Summers, Clifton Forge, Va., wants to buy a limestone crusher of thirty tons capacity daily and a furnace slag pulverizer of thirty to fifty tons daily.

**Drilling Equipment.**—The Petit Jean Oil & Mineral Co., Magazine, Ark., wants to buy boilers, engines and a complete set of tools to drill wells 2000 feet deep; also wants an expert operator with the equipment.

**Engine.**—The Greenwood Oil Co., Greenwood, S. C., wants a seventy-five horse-power engine.

**Fire Apparatus.**—Manufacturers of fire apparatus (hand or power) might find it of advantage to address G. D. Clifford, Eustis, Fla.

**Fire Equipment.**—Two hose wagons and 1000 feet of hose is wanted at Harriman, Tenn. Address Arthur M. Burr.

**Flour-mill Machinery.**—R. M. Blackwelder & Sons, Concord, N. C., may want middlings purifier.

**Gasoline Engine.**—The St. Augustine Improvement Co., Heth Canfield, president, St. Augustine, Fla., wants prices and weight on a gasoline engine of four horse-power for propelling a boat.

**Glucose Machinery.**—A. A. Vardell, Velasco, Texas, wants complete information regarding the manufacture of glucose and prices on the necessary machinery.

**Grinding Machinery.**—Howard Brown, Calvert, Md., wants to correspond with manufacturers of machinery for grinding bones.

**Grist Mills.**—M. V. Croft, Manchester, Ky., wants prices on grist mills.

**Locomotive.**—The Cameron & Barkley Co., Charleston, S. C., is in the market for quotations on a locomotive, with cylinders either 8x12 or 9x14, three foot gage. Either saddle tank or tender will suit.

**Machine Tools.**—Wallace N. Cole, Tifton, Ga., wants a lathe to swing twenty-four inches, twelve feet between centres, a 24x24x8 planer and a drill press twenty-four to twenty-eight geared.

**Machine Tools, etc.**—Bradley's Foundry and Machine Works, Greenville, S. C., will buy lathes, planer, drill press, boring mill, brass grinder, etc.

**Mixer.**—J. E. Summers, Clifton Forge, Va., wants to buy a mixer of fifty tons daily capacity.

**Oil-mill Machinery.**—Machinery to equip a cottonseed-oil mill may possibly be wanted at Liberty, S. C., by next fall. Address W. O. Willard.

**Pickling Apparatus.**—T. B. Obenshain & Bros., Arch Mills, Va., want prices on pickling apparatus.

**Planer.**—S. N. Murff, West Point, Miss., wants an Economist planer, 24-inch (new or second-hand).

**Pulleys, etc.**—See "water wheel."

**Pump.**—Geo. Wm. Smith, Middletown, Md., wants to buy a Worthington steam pump for cooling room 30x20x9 feet; wants to circulate brine enough to reduce temperature to about 30°.

**Pumps.**—Pumping plant of 2,500,000 gallons capacity will be wanted by the Savannah Tank & Supply Co. Address J. A. G. Carson, Savannah, Ga.

**Railroad Material and Equipment.**—The Memphis, Heber Springs & Northwest Arkansas Railroad Co. will soon be ready to receive bids for furnishing material and equipment for thirty-two miles of railroad. Address J. R. B. Moore, president, at Heber, Ark.

**Rails, etc.**—The Mountain Valley Coal & Coke Co., Oakman, Ala., will buy 12 and 16 pound rails, frogs, switches, etc. (new or second hand).

**Rolling Stock.**—John B. Stetson, De Land, Fla., will buy rolling stock this summer for two miles of narrow-gage railroad.

**Saw Mills.**—M. V. Croft, Manchester, Ky., wants prices on saw mills.

**Scales.**—The Greenwood Oil Co., Greenwood, S. C., may decide to buy railroad-track scales.

**Shafting.**—The Land Pebble Phosphate Co., Pebble, Fla., wants square shafting, about four inches.

**Springs.**—The Scherer Manufacturing Co., Lawrence, Kans., wants to contract for the manufacture of springs similar to those used in the roller window curtain, but without device to stop the roller from winding.

**Spring-bed Machinery.**—J. C. Glenn, 421 East Tenth street, Charlotte, N. C., wants to correspond with manufacturers of machinery and materials for making spring beds.

**Tanks.**—Tanks will be wanted by the Savannah Tank & Supply Co. Address J. A. G. Carson, Savannah, Ga.

**Telephones, etc.**—T. J. Young, Vernon, Ala., wants prices on telephones and appliances.

**Telephone Equipment.**—Niernsee & La Motte, Columbia, S. C., want prices on cost of private telephone line per mile and cost of construction and instruments; give full information.

**Water Wheel.**—I. M. Rosser, Criglersville, Va., wants a second-hand 20 or 22-inch turbine wheel (Lefel preferred), with pulleys and shafting.

**Water Works.**—The time for opening proposals for the construction of the Danville, Ky., water works has been postponed to June 8; Henry E. Woolfolk, chairman.

**Water-works Equipment.**—The Lancaster Ice, Light & Water Co., Lancaster, Ky., wants bids on piping, pumps, stand-pipes, etc., for water works; address J. B. Kinnaird.

**Well Drilling.**—The Lancaster Ice, Light & Water Co., Lancaster, Ky., wants bids on drilling an artesian well of 100,000 gallons capacity; address J. B. Kinnaird.

**Wind-mills.**—The South Boston Planing Mills, South Boston, Va., wants prices on wind-mills.

**Woodworking Machine.**—Brown & Garber, Brunswick, Ga., want a machine to box a hole two and a-half inches through a stick of yellow pine eight feet long, run one end three and a-half inches deep and turn other end to fit it.

**Woodworking Machinery.**—Hale Bros., Halifax, N. C., want prices on equipments for manufacturing cheap furniture and coffins.

**Woodworking Machinery.**—The Fort Valley Manufacturing Co., Fort Valley, Ga., will want \$1000 worth of woodworking machinery, including rip saws, bending machinery and a power planer for narrow wood; all must be adapted for working hardwood.

W. K. Holt, architect, Chase City, Va., wants catalogues and prices of Masons' lodge furniture, carpets and matting.

J. B. Reel & Jones, Reelsboro, N. C., want a bill for ash, cypress, poplar and juniper lumber.

J. M. Hoskins, of Longview, Texas, wants to correspond with the Dahmmer Motor Co.

L. L. Iveny, Rowland, N. C., wants to contract for a large lot of light galvanized iron or steel work.

The address of parties in large cities who handle lightweight by the carload is wanted by the Marion Iron Works, of Marion, S. C.

Bradley's Foundry and Machine Works, Greenville, S. C., will buy pig brass, iron and steel.

The South Boston Planing Mills, South Boston, Va., wants prices on bathroom fixtures.

T. R. Hackworth & Co., of South Pittsburg, Tenn., want to buy a large quantity of alarm bells such as are in alarm clocks; also want small fuse near size of fourteen gage wire and soft so der to melt at 125° F.

D. J. Hesson, Harney, Md., wants to buy binder twine.

Howard Brown, of Calvert, Md., wants to correspond with dealers in bones.

L. L. Ivey, of Rowland, N. C., wants to contract for the cast-steel parts of a meat-cutting machine which he has invented; also wants to contract for the manufacture of the knife.

MR. A. H. RUTHERFORD, Equitable Building, Baltimore, owns a fine mica property in Virginia formerly worked on a large scale. He desires to secure the co-operation of capitalists in forming a company to develop the property.

#### TRADE NOTES.

KEY WEST, FLA., has bought two handsome four-wheel horse hose carriages from the Gleason & Bailey Manufacturing Co., of New York city.

MR. ALEX. E. SCHNEE, of New York city, general agent for the sale of the Pohle air-lift pump, has removed his office from 48 Exchange Place to 253 Broadway.

THE Thorndike Company, of Thorndike, Mass., has placed an order with the United States Aeroporph Air-Moistening Co., of Providence, R. I., for a 32 inch Aeroporph fabric dampener.

THE American Promoting Co., of Boston, Mass., has changed its name to the American Promoting & Trust Co., and removed to offices at 176 Devonshire street.

THE new 50-barrel flour mill equipped at Cedar Falls, S. C., for Nesbitt, Trowbridge & Co. was furnished with entire outfit of machinery by Aug. Wolf & Co., of Chambersburg, Pa.

THE Wansbuck Company, of Providence, R. I., is extending the Aeroporph system of air-moistening, which for some time has been operating in its drawing-room most advantageously.

THE American Ship Windlass Co. has shipped this week to its agents at Liverpool, England, an order for three No. E bar capstans, three No. C crank capstans and one No. 000 bronze yacht crank capstan.

THE new saw, shingle and lath mill being erected at Chatterton, Fla., by the C. T. Sowden Manufacturing Co., of Ocala, will be supplied with entire equipment of machinery as made by the E. P. Allis Co., of Milwaukee, Wis.

THE directors of the Foster Machine Co., Wakefield, Mass., have decided to adopt a system of profit-sharing with their employes and will arrange the plan at once. The company has on hand such pressing orders for immediate delivery of machines that night work has been necessary.

PROBABLY the largest stock and assortment of Corliss engines from 100 to 5000 horse-power, suitable for rolling mills and similar purposes, on the market is for sale by Mr. Geo. M. Clapp, of 74 Cortlandt street, New York city. Mr. Clapp deals in engines, boilers and machinery, and is having a good run of trade even in these times.

REFERRING to its business, the exclusive manufacture of rolled steel and all kinds of wood whiffletrees and whiffletree finished shapes, the C. H. Sawyer Manufacturing Co., of St. Louis, Mo., writes that it is very promising for the coming season. This company claims to be now selling to almost every city in the United States and Canada.

CREOSOTED lumber for the United States Navy Department for the dry-dock at Port Royal, S. C., is now being prepared by the Fernandina Oil and Creosote Works, of Fernandina, Fla. This company writes the MANUFACTURERS' RECORD that it has inquiries almost daily for its pinoline oil, a powerful wood preservative, and its pinoline roofing paint.

THE asbestos sectional pipe coverings described in the recent issue of the H. W. Johns Manufacturing Co.'s illustrated catalogue meet all requirements and cover a wide range in price. Correspondence is invited by this company with those erecting steam-heating or power plants or requiring non-conducting coverings for any heated surfaces.

THE improvements recently made in the Armstrong pipe-threading and cutting-off machines, both hand and power, are making them decidedly popular and much in demand. The Armstrong Manufacturing Co., of Bridgeport, Conn., sole manufacturer of these machines, reports a brisk trade also in its well-known stocks, dies and other tools for water, gas and steam-fitters' use.

ELECTRICAL engineering and special experimental and model work will be engaged in by Mr. C. J. Miller, of Philadelphia, Pa., inventor of the Novelty wire gage and other electric specialties, and formerly superintendent of the Novelty Electric Works. Mr. Miller will handle a full line of standard electrical materials, and correspondence from intending buyers and interested parties will receive the best attention.

In a letter to Messrs. Chas. A. Schieren & Co., of New York city, Mr. J. S. Collins, president of the Savannah (Ga.) Electric Railway Co., says: "Please ship one double-perforated electric belt, sixteen inches, for high speed generator work; diameter of driver, seventy-nine inches; diameter of driven, thirty inches; distance from centre of driver to centre of driven, nineteen feet six inches; want the belt made endless ready to put on. We are giving you the order for this belt at a much higher price than we can buy for, but we have two of your belts in use in our power-house



that were bought by the Edison General Electric Co. three or four years ago, and they are so far ahead of others we have in use that we prefer to pay you more for yours. Please get the belt to us as soon as possible, and see that it is up to your best quality. Your price as per letter is \$2.36 per running foot. Ship per steamer."

THE Lodge & Shipley Machine Tool Co., of Cincinnati, Ohio, recently made a test of its 30-inch double-saddle turret lathe, turning the diameter, squaring down the rims on both sides and boring a cast-steel blank twenty-three inches in diameter, four and a-half inches face, three and five-eighths inches bore, hub seven and a-half inches long, in forty-five minutes, including the time from picking up the piece to laying it down finished. This is a good day's work for a powerful engine lathe. This machine is guaranteed to turn out ten such pieces in ten hours.

THE tendency of the times towards specialism makes it expedient upon the part of young men seeking a thorough education in the sciences to ascertain where such an education can be best secured. The fame of Harvard University, at Cambridge, Mass., is world-wide. This institution conducts the Lawrence Scientific School. This school is under the control of the faculty of arts and sciences, and offers to the student a thorough training in civil, mechanical, electrical and mining engineering, architecture, chemistry, etc. For particulars address N. S. Shaler, dean, Cambridge, Mass.

A LETTER from a practical man in the employ of one of the largest railroads in the country to the Cleveland Twist Drill Co., of Cleveland, Ohio, contains the following complimentary remarks concerning the company's twist drills: "The drills which you have furnished us are the best I know of. I have drilled two holes in a 66-pound steel rail, with two men, in exactly four minutes. They very often have drilled 100 holes without being sharpened, and I have one instance of 120 holes, by accurate count, without sharpening the drill." The Cleveland Company says in connection with the remarks as to the two men drilling the rail, that these drills were used in one of the well-known makes of track drills, which are run by hand-power. Business is not as brisk with the company as it was about two months ago, but it is thought this is mostly due to the scarcity of coal and the shutting down of very many of the manufacturing establishments.

## TRADE LITERATURE.

"A FEW WORDS ON THE HANDLING OF DYNAMOS, GENERATORS AND MOTORS" is the title of a booklet now being distributed to the electric companies by Edwin Harrington, Son & Co., of Philadelphia, Pa., manufacturers of machine tools and special machinery. This booklet should be in the hands of all interested in the economical handling of motors, dynamos, generators and heavy machinery.

THE box-nailing trade is offered a superior line of box-nailing machines in those put upon the market by Wm. S. Doig, of 24 Franklin street, Brooklyn, N. Y., who has just issued a catalogue of his machines. Mr. Doig claims to be the largest manufacturer of this class of machinery in the United States, if not in the world, and does an extensive and steadily growing business. Those wishing box-nailing machinery of any kind should write for catalogue.

A NEW catalogue of looms for textile mills has been issued for 1894 by the Mason Machine Works, of Taunton, Mass. This company's "Standard" looms are completely described, giving full particulars of the kinds of work to which they are adapted, and showing their operation with the Mason dobby. The Mason Machine Works also make heavy sheeting looms, drop-box looms and jute looms for carpeting, bagging and seamless bags.

AN artistic as well as unique piece of trade literature comes from the O. S. Kelly Co., Springfield, Ohio. This concern has issued a folio entitled "Prize Winners at the World's Fair." Famous paintings that won prizes are reproduced in the folio. The reproductions are in colors and are executed in fine style. A notable contribution is several fine views of the Springfield road roller, which was one of the prize winners. Some pertinent advice on road-building is also given, making the publication practical as well as artistic.

THE Weston automatic engine is fully illustrated and described in a new and handsome catalogue now being distributed by the Weston Engine Co., of Painted Post, N. Y. This engine in its present form has been on the market over three years, and the greatest demand for it has been for high-speed use in electric lighting and street-railway work, and in other plants where close regulation is important. The many favorable reports received from users of the Weston engine are sufficient indications of the satisfaction which it gives, and prospective buyers should investigate it.

## The Coosa Coal Field of Alabama.

Mr. A. M. Gibson, assistant geologist of Alabama Geological Survey, in a report on the Coosa coal fields not yet officially published, in referring to a part of that field known as the Yellowleaf Creek district, says:

"But the seam that especially gives prominence to the Yellowleaf basin is the great Martin seam, the outcrop of which is from one-quarter to one-half mile southeast of the Straight Ridge.

"When measured at that depth with a tape line stretched at right angles with dip across the seam at the edge of the slope, it measured twelve feet and ten inches of solid coal of uniform texture and quality.

"In the depth of sixteen feet it had increased in thickness nearly five feet, and, of course, its maximum thickness will not be attained until it is roofed in with a solid cap rock.

"It is confidently expected to develop to fifteen feet. Even at its present development it far surpasses any seam in Alabama and is not known to be equalled in magnitude by any bituminous-coal seam in the Appalachian coal field.

"It also gives promise of ranking in the highest grade of bituminous coals.

"A sample of the outcrop, for as yet it is only that, was analyzed at the Blocton mines, and the analysis is here given by permission:

ANALYSIS OF COAL FROM MARTIN'S SEAM.	
Moisture.....	1.43
Volatile matter.....	32.21
Fixed carbon.....	60.85
Sulphur.....	1.10
Ash.....	4.41
Total.....	100.00

"Ash in coke, 7 per cent."

## Do You Want Machinery?

If so, examine the advertising pages of the MANUFACTURERS' RECORD, where you will find the advertisements of 500 or 600 of the leading machinery manufacturers and dealers of the country. There is hardly any line of general machinery that cannot be secured from some one or more of our advertisers, but if you cannot find what you want in our advertising columns, write to the MANUFACTURERS' RECORD giving particulars of the machinery desired, and the information will be secured for you free of cost.

## Atlantic City.

Numbers of visitors are now being attracted to the Queen City by the Sea to enjoy the pure and invigorating air, the balmy breezes tempered by the Gulf Stream and the multitude of attractions of the popular American watering place—Atlantic City. The board walk, which is a distinctive feature of this resort, now presents daily a panorama of almost an endless procession of humanity. The hotels in the evening convey a most attractive picture of social enjoyment and inviting comfort. The train service of the Pennsylvania Railroad presents the quickest and most comfortable ride to and from this resort. From Baltimore (Union Station) the 12.53 and 4.10 A. M., 12.05 and 1.20 P. M. trains week days, and on Saturdays the 10.45 A. M. train make close connection with trains from Philadelphia (foot of Market street) over the company's double line to Atlantic City. Returning, express trains leave Atlantic City at 7.35 and 9.00 A. M. and 3.55 P. M. week days, 4.00 and 5.30 P. M. Sundays only, closely connecting at Philadelphia with trains for Baltimore. Excursion tickets are now on sale at all the company's principal ticket offices.

## Change of Time.

The Pennsylvania Railroad Co. announces that the Atlantic Coast Line express previously leaving Baltimore from Union Station at 2.24 P. M., on and after Sunday, May 13, will leave at 2.13 P. M. for Richmond and points South. The Chesapeake & Ohio Railroad connection from the Southwest now leaving Union Station for Philadelphia and New York at 3.35 P. M. will leave at 8.57 A. M.

## An Attractive Arkansas Section.

GILLET, ARKANSAS CO., ARK., May 18. *Editor Manufacturers' Record:*

This point, formerly known as Leslie Centre, is situated in the "Grand Prairie," on the Stuttgart & Arkansas River Railroad, forty miles southeast of Stuttgart. There are a great many farmers located in this section from different Northern States, who have tested the adaptability of the climate and soil, especially for farming, stock-raising, fruit-growing and vegetables. Since we are assured of the completion to this point of the above railroad within a very short time and the connection of the Pine Bluff & Swan Lake Railroad, thus giving excellent transportation facilities, and, with our almost inexhaustible supply of virgin timber, accessible by float stream, the outlook for this section of southeastern Arkansas is very encouraging.

F. P. BROWN.

## Quickening the Schedule of the Pennsylvania Limited Between New York, Philadelphia and Chicago.

A general change of time will go into effect on the Pennsylvania Railroad lines on May 27. The principal change is in the Pennsylvania Limited, the schedule of which is greatly quickened between the East and the West. The importance of this train to the traveling public is appreciated by the management, and nothing is left undone to make it the best and most attractive passenger train in the world. The great improvements recently made in the splendid roadbed of the Pennsylvania, the elimination of curves, the laying of additional tracks and the perfected block-signal system enables the company to make the schedule of twenty-four hours between New York and Chicago with greater ease, comfort and safety to the passenger than under the old schedule of twenty-six hours. On the new schedule the Limited will leave New York at 10 A. M., Philadelphia 12.20 P. M., Washington 10.30 A. M., Baltimore 11.40 A. M.; arrive Pittsburgh 9.15 P. M., and arrive at Chicago 9 o'clock the next morning. The eastbound train will leave Chicago 5.30 P. M., leave Pittsburgh 7.15 A. M.; arrive Baltimore 4.20 P. M., Washington 5.45 P. M., Philadelphia 4.17 and New York 6.30 P. M. It will be equipped with Pullman perfected vestibule sleeping, dining, smoking and observation cars. This is the best and most conveniently adjusted schedule of any train in service between the East and the West. The New York man who has business in Chicago may arrive there in the morning, execute his mission and depart for the East in the afternoon, having had the benefit of a full day in Chicago.

## Special Round-Trip Rates Between Baltimore and Washington via Pennsylvania Railroad.

The Pennsylvania Railroad Co. announces that for the better accommodation of parties traveling together, the following reduction in rates will be made between Baltimore and Washington: Parties of twenty-five to forty-nine, \$1.50; fifty to seventy-four, \$1.40; seventy-five to ninety-nine, \$1.30; 100 or more, \$1.20; tickets good for two days. Children under five years of age free; between five and twelve years, half of the above rates. A special car will be furnished for the use of thirty or more persons traveling together in one or both directions, and arrangements can also be made for special trains. For full information as to rates, special cars and special trains apply to or address S. D. Kennedy, passenger agent Baltimore district, N. E. corner Baltimore and Calvert streets, Baltimore, Md.

READ HOUSE, Chattanooga, Tenn., is one of the most favorably-known hotels in the South; attested by its register record; second to none in the number of names enrolled therein daily. Its situation immediately in front of the union depot, and at the same time in the centre of the business portion of the city, makes it at all times the commandant of the patronage of the tourist as well as commercial man, who have made it headquarters in Chattanooga for years. We bespeak for the Read continued popularity.

The Norwich line is one of the popular steamship lines between Boston and New York. Solid vestibuled trains leave New York & New England depot, foot of Summer street, Boston, daily, Sundays excepted, at 7.05 P. M., making close connection with the steamers at New London. On the return from New York steamers leave Pier 40, North river, at 5.30 P. M., and the connecting train is due in Boston at 9 A. M.

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## Maryland Trust Co.

Corner South and German Sts.  
BALTIMORE.

CAPITAL, - \$1,000,000.

## A LEGAL DEPOSITORY FOR COURT AND TRUST FUNDS.

Acts as Financial Agent for States, Cities, Towns, Railroads and other Corporations. Transacts a general trust business. Lends money on approved security. Allows interest on special deposits. Acts as Trustee under Mortgages, Assignments and Deeds of Trust; as Agent for the Transfer or Registration of Stocks and Bonds, and for the payment of coupons, interest and dividends.

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Charlotte Machine Co.	35	Fisher, B. J.	24	<b>K</b>	
Charlotte Supply Co.	34	Fisk, Winthrop W., B. S.	6	Kells & Sons	*
Charlton, Chas. H., Jr.	6	Fleming, H. S.	6	Kelly, O. S., Co.	17
Chattanooga Fdy. & Pipe Works	8	Fletcher & Thomas	39	Kent, R. S., & Co.	6
Chattanooga Steel Roofing Co.	26	Florida Investment Co.	22	Kilbourne & Jacobs Mfg. Co.	2
Chester Steel Castings Co.	13	Florida Loan & Investment Co.	21	Kilburn, Lincoln & Co.	34
Chicago Scale Co.	22	Foss Mfg. Co.	19	Kimes, J. B., & Co.	26
Christiana Machine Co.	*	Forsyth, S. C., Machine Co.	29	Kingsland & Douglas Mfg. Co.	30, 33
Chrome Steel Works	13	Forster Pulley Works	38	Kulp, D. H.	37
Church, Isaac	10	Freese, E. W., Mayor	21	<b>L</b>	
Cincinnati Corrugating Co.	17	Freese, E. M., & Co.	39	Lake, J. H. & D., Co.	38
Cincinnati Milling Machine Co.	22	Fricks Co.	14	Land, M. W.	12
Clapp, Geo. M.	23			Landis Brothers	12

\* Not in this issue.